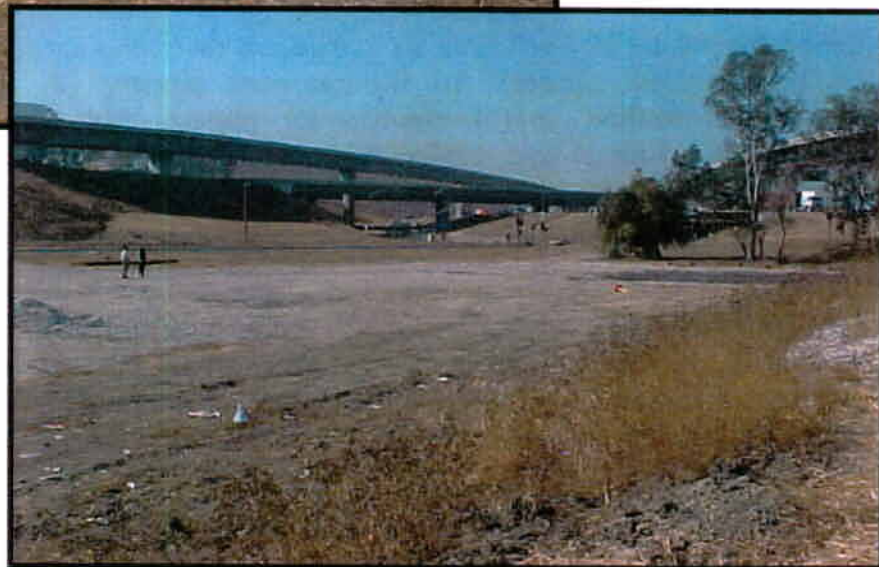


# INITIAL STUDY

## Proposed Pomona Maintenance Station Project

07-LA-60-KP 47.29 (29.39 PM)  
EA # 201700



August 2001



1895-1972

California Department of Transportation  
Division of Environmental Planning  
Los Angeles, District VII



1972-Present

## **General Information About This Document**

### **What's in this Document?**

This document is an Initial Study, which examines the potential environmental impacts of alternatives for the proposed project located in Los Angeles County, California. The document describes why the project is being proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

### **What should you do?**

- Please read this Initial Study.
- We welcome your comments. If you have concerns regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via regular mail to Caltrans, Attn: Gary Iverson, Division of Environmental Planning, 120 South Spring Street-Mail Stop 16, Los Angeles, CA 90012
- Submit comments by the deadline: September 17, 2001

### **What happens after this?**

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding were appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Gary Iverson, Division of Environmental Planning, 120 South Spring Street Mail Stop-16, Los Angeles, CA 90012, or use the California Relay Service TTY number, 1-(800) 735-2929.

**Negative Declaration (CEQA)-Mitigated**

Pursuant to : Division 13, Public Resources Code

Description:


The proposed project would consolidate the Pomona and Diamond Bar Maintenance facilities and would relocate crews and maintenance equipment from both facilities to the new site. The new proposed Pomona Maintenance Station site is 4.6 acres in size and is situated at the southeast quadrant where the State Routes 60 and 71 intersect. Once completed the new Pomona Maintenance Station will facilitate daily operations through the consolidation of crews and equipment from the current Pomona (at Mission Boulevard) and Diamond Bar Stations.

Determination:

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this evaluation, it is determined that the appropriate environmental document for the proposal is a Mitigated Negative Declaration.

- The project would not substantially affect topography, seismic exposure, erosion, and floodplains and wetlands or water quality.
- The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species, or agriculture.
- The proposed project will not significantly affect solid wastes, or the consumption of energy and natural resources.
- The proposed project will not significantly affect land use, public facilities, businesses, traffic patterns or other socioeconomic features.
- The proposed project will not significantly affect cultural resources, scenic resources, aesthetics, open space or parklands.

Mitigation measures have been introduced in the project which will reduce potentially significant effects to a level of insignificance. Appendix E details mitigation monitoring measures for the project.

  
RONALD J. KOSINSKI, Deputy District Director  
Division of Environmental Planning  
District VII  
California Department of Transportation

July 25, 2001  
Date



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## **SUMMARY**

### **Background**

The California Department of Transportation (Caltrans) maintenance crews in the project vicinity are responsible for maintaining portions of Interstates 10 and 210, and State Routes 60, 71, and 57 in Los Angeles County. These routes are currently serviced by two outdated maintenance stations: the Pomona Maintenance Facility's 1.2 Hectares (2.96 acres) lot with 178.37 m<sup>2</sup> (1920 feet<sup>2</sup>) of office space and the Diamond Bar Maintenance Facility's 2.2 Hectares (5.44 acres) lot with 55.93 m<sup>2</sup> (602 feet<sup>2</sup>) of office space.

### **Project Location**

The proposed project will be located within Caltrans existing right-of-way at the southeast quadrant where the State Routes 60 (Pomona) and 71 (Corona) intersect. The proposed 4.6 acres state site is located within Los Angeles County in the City of Pomona. Garey Avenue and Market Place borders the proposed project site. The proposed project site is also adjacent to the Market Place shopping center located to the southeast.

### **Purpose and Need**

The primary purpose of the proposed project is to provide accommodations for crews and equipment of the existing Pomona and Diamond Bar Facilities. With the closure of the Pomona and possible closure of the Diamond Bar facilities, displaced crews and equipment would have to be relocated. The new larger Pomona Maintenance Facility would consolidate crews from both the Diamond Bar and Pomona Facilities. This project would compensate for the loss of the current Pomona Maintenance Station to the proposed City of Pomona ramp project at Mission Boulevard and State Route-71. The plans for the Mission Boulevard ramp project require the acquisition of the existing Pomona Facility located at 1698 West Mission Boulevard.

The objectives of the project include the following:

- An aesthetically pleasing maintenance facility consistent to the project area's land use.
- Provide accommodations for additional crew and equipment.
- Support necessary resources to service the freeways and highways for the motoring public.
- *Improve maintenance response times to emergencies and routine maintenance requests.*
- Provide a state of the art facility that improves mobility at a regional scale, consistent with the Caltrans goal to "improve mobility across California".

### **Project Features**

The elements of the proposed project include a maintenance office building and an adjoining maintenance equipment building. The total office space for the maintenance building is 454.52 meters<sup>2</sup> (m<sup>2</sup>) (4,892 feet<sup>2</sup>). The total interior area for the equipment building is 1,150 m<sup>2</sup> (12,379 feet<sup>2</sup>). Both buildings would be either single or two story and approximately 20- to 25-feet in height.

Additional features of the new facility include:

- supervisor offices.
- crew quarters work areas.
- equipment bays.
- emulsion tank.

- wash rack (covered).
- various storage areas (materials bin, fertilizer, plant storage, fuel islands).
- crew room men's and women's locker rooms and showers, and a kitchen.
- parking for employees, visitors, and designated spaces for maintenance vehicles.
- public visitation will be available at this newly constructed maintenance station.

### **Construction Scenario**

Construction of the proposed project will take approximately 12 to 15 months and occur in stages (constructed concurrently) that involve the following activities:

- clearing and grubbing
- grading
- remove chain link fence and install fence/blockwall
- driveway
- asphalt concrete pavement
- site lighting
- building work (maintenance office space, equipment and storage space, and appurtenant building space)
- landscaping

### **Consultation**

City of Pomona, City of Chino Hills, and local citizens were contacted on build alternative issues, primarily aesthetics. A discussion forum was conducted on June 28, 2001 at Pomona City Hall to address project concerns.

### **Alternatives Considered**

A no-action alternative and five different build alternatives are explored in this report. The problems encountered in selecting a feasible location are listed in Table S-1 on page V.

### **Summary of Mitigation Measures**

Table S-2 on page VI provides a summary of mitigation measures when implemented that would minimize environmental impacts.

## SUMMARY OF ALTERNATIVES CONSIDERED AND DETERMINATION WHETHER ALTERNATIVE IS FEASIBLE

**Table S-1 Proposed Pomona Maintenance Station Project**

Alternatives	Problems Encountered	Benefits
Alternatives 1 (No Action)	<ul style="list-style-type: none"> <li>Overcrowded substandard maintenance station.</li> <li>Current Pomona crews at Mission Blvd are living in trailers.</li> <li>City of Pomona Mission Blvd State Route 71 ramp project will displace existing crews at Mission Blvd.</li> </ul>	none
Alternative 2 (Reconstruction of the Diamond Bar Maintenance Station)	<ul style="list-style-type: none"> <li>Extensive building upgrades required.</li> <li>Office space at the Diamond Bar Facility is limited.</li> <li>Land use conflicts.</li> <li>Freeway accessibility problem.</li> <li>Loss of maintenance facility during construction.</li> </ul>	none
Alternative 3 (Alternative Site Development)	<ul style="list-style-type: none"> <li>Caltrans Staff investigated area maps and aerial photos, for other possible vacant land, including Caltrans land. Field reviewed and found no compatible land use sites that met Caltrans needs and are inconsistent with local land use plans.</li> <li>Other state owned sites that service the area, such as the San Dimas and Foothill Maintenance Stations are insufficient in size, and cannot address the need to accommodate the additional maintenance crews and equipment.</li> </ul>	none
Alternative 4 (Rebuild Two Separate Maintenance Facilities)	<ul style="list-style-type: none"> <li>Analyses of costs to rebuild two maintenance stations were completed. To demolish and rebuild each station (Diamond Bar and existing Pomona Station would cost approximately \$6,500,000). Results obtained indicated that the cost to rebuild two maintenance stations would exceed the cost to consolidate the two maintenance facilities, therefore not the most efficient use of funds.</li> </ul>	none
Alternative 5 (Abandoned Car Dealership)	<ul style="list-style-type: none"> <li>Possibility of hazardous waste contamination: The site was previously an abandoned car dealership and may require mitigation and clean-up.</li> <li>Residential property adjacent to site.</li> <li>Inconsistent with land use plans.</li> </ul>	none

Alternatives	Benefits
<p>Alternative 6 (Recommended Pomona Maintenance Station in 60/71 Interchanges)                      (Recommended Alternative)</p>	<ul style="list-style-type: none"> <li>• The PSR for the proposed project includes analysis which supports the construction of a new maintenance facility. When compared to the cost to completely rebuilding the two maintenance facilities (approximately \$6,500,000 each), the proposed project was determined to be the most cost efficient (\$5,300,000).</li> <li>• An aesthetically pleasing facility.</li> <li>• Landscaping that enhances the area.</li> <li>• Efficiency is obtained in daily operations when the superintendent and supervisors are located within the same area. This situation is also favorable for the purposes of crew supervision and equipment maintenance. Operations in the new Facility can be streamlined. Service requests can be attended to from a centralized area. The new facility would be able to accommodate 70 pieces of equipment (30 from Pomona and 40 from Diamond Bar) and approximately 70 maintenance personnel. There are currently only 60 employees at both facilities. The combined facility would provide room for additional employees.</li> <li>• The maintenance people and equipment are vital because of the projected increase in maintenance workload attributed to a 10-20 percent increase in traffic volume within the eastern region. The most recent Caltrans Traffic Volumes Study (1998) indicates that there are approximately 11,900 vehicles traveling through the SR-60, SR-71 junction during peak hour. The traffic volume is expected to increase with future growth in the eastern region of Los Angeles County. The City of Pomona currently has an annual population growth rate of 2.7 percent, greater than that of Los Angeles County (1.9 percent).</li> <li>• Land owned by Caltrans.</li> <li>• No maintenance operation displacement during construction.</li> <li>• Consistent with local land use plans.</li> <li>• Provides public visitation/information lobby.</li> <li>• Most environmentally sound alternative.</li> </ul>

### Summary of Mitigation Measures

Table S-2 provides a summary of mitigation measures when implemented that would minimize environmental impacts.



Table S-2	Summary of Construction Mitigation Measures	
Environmental Concern		Mitigation Measure
Water run-off from the project site during and after construction		1.) A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared prior to construction and maintained by contractor on the project site.
Air Quality during construction		2.) Fugitive dust control measures shall be undertaken to minimize construction-generated dust. Measures shall include, but are not limited to site wetting at a frequency to maintain surface soil moisture during site grading and utilize street sweeping equipment at access points within 30 minutes of visible dirt deposition (track out debris).
Construction Noise		3.) On site construction shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. as specified in Pomona Noise Ordinance. Construction may not also take place on a Sunday or federal holidays per section 14.9-7 of the Pomona City Code.
Biology (Noxious Weeds threat to Prado Basin)		4.) Landscape with native plants to inhibit the spread of noxious weeds downstream toward Prado Basin. Verify plant palette to ensure landscape plants are not on U.S. Fish and Wildlife's Non-Native Plant Species List.
Land Use		5.) The applicant shall notify Market Place businesses prior to commencement of construction activities and emergency services whose

	utilities would be affected.
<b>Environmental Concern</b>	<b>Mitigation Measure</b>
Construction Practices	6.) Adhere to Caltrans Best Management Practices (BMP'S) during construction to minimize construction impacts.
Biology (Nesting Birds)	7.) If project activities are to occur during the nesting season of the Killdeer (March 1-July 1 <sup>st</sup> ), a pre-construction survey for nesting birds shall be conducted per California Department of Fish and Game's guidelines.
Truck Traffic	8.) Ensure that truck traffic is confined to the freeway when possible and that truck haul routes are away from schools. Make sure staging of construction trucks does not pose a conflict with traffic on Garey Avenue. Signage shall be posted on the project site prior to construction, to inform motorists on Garey Avenue and Market Place of construction dates. Construction access to the project site will be limited to Garey Avenue to minimize construction traffic impacts to Market Place tenants.
Pedestrian Sidewalk	9.) Ensure that the sidewalk on Garey Avenue adjacent to the project site remains accessible during construction. Flagman shall be furnished when necessary to give adequate warning to traffic and or to the public of any unsafe conditions to be encountered.
Archaeology	10.) If during project construction, cultural materials appear, work shall stop in the immediate area. A Caltrans District 7 Archaeologist shall be notified to mitigate impacts to the resource and evaluate the nature and significance of the find.

*Project Summary*

*Proposed Pomona Maintenance Station located within the City of Pomona, Los Angeles County (Post Mile 29.39)*

Air Quality (Construction Vehicles)	11.) Include clean burning diesel engines, as part of Caltrans contractor off-road diesel equipment emission reduction program. Contractor eligibility for this program will be determined by criteria established by Caltrans Division of Construction.
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## **1-Purpose and Need**

# **1. Purpose and Need of Proposed Project**

## **1.1. Introduction**

The proposed project involves the construction of a new maintenance facility which would be located within Pomona, on the southeast quadrant of State Route 60 (SR-60 Pomona Freeway) and State Route 71 (SR-71) Interchange. The maintenance facility would be situated on 4.6 acres of land currently owned by the State of California. The combined facility provides needed space for the overcrowded Pomona and Diamond Bar facilities.

### **1.1.1 Changes Since Circulation of Draft Document**

Public and agency comments received during the circulation of the Initial Study are incorporated into the final environmental document. Changes in the text are denoted with a vertical line in the outside margin.

## **1.2 Background**

The California Department of Transportation (Caltrans)\* maintenance crews in the project vicinity are responsible for maintaining portions of Interstates 10 and 210, and SR-60, SR-71 and SR-57 in Los Angeles County. These routes are currently serviced by two outdated maintenance stations: The Pomona Maintenance Facility 1.2 hectares (2.96 acres) and the Diamond Bar Maintenance Facility 2.2 hectares (5.44 acres).

The Diamond Bar Maintenance Facility was constructed in 1975 and the Pomona Maintenance Facility was constructed in 1980. Both facilities require extensive building upgrades in order to comply with current California Occupational Safety and Health Administration (Cal / OSHA) Regulations and the California Labor Code. The current Pomona Facility is also substandard in comparison with other maintenance stations because it is composed of several trailers and storage containers.

The role of a maintenance facility is to keep the highways and freeways in operational condition through services provided to the motorists. In order to accomplish this, maintenance crews are dispatched to the field to perform routine maintenance. The most typical measure involves the patching, repairing and resurfacing of pavement. This not only prevents accidents but also increases fuel efficiency and maintains a favorable driving surface. Another function which the maintenance crews perform is erosion control and the removal of litter and debris. Erosion control is necessary where there are hills and steep slopes. This action prevents mudslides and rockslides. The pickup of litter and debris is also another important maintenance function. The freeway is kept clear of objects which can endanger public safety. And finally, landscape maintenance helps soften the freeway/highway vista through the improvement of aesthetics. These functions become increasingly difficult to perform with the increase in traffic. The traffic increase places additional stress on the freeway/highway network, maintenance stations and crews.

\*Glossary of Acronyms, Page 31



### 1.3 Purpose and Need

The primary purpose of the proposed project is to provide accommodations for crews and equipment of the existing Pomona and Diamond Bar Facilities. With the closure of the Pomona and possible closure of the Diamond Bar facilities, displaced crews and equipment from those facilities would have to be relocated. The new larger Pomona Maintenance Facility would consolidate crews from both the Diamond Bar and Pomona Facilities. This project would compensate for the loss of the current Pomona Maintenance Station to the proposed City of Pomona ramp project at Mission Boulevard and SR-71. The plans for the Mission Boulevard ramp project require the acquisition of the existing Pomona Facility located at 1698 West Mission Boulevard.

The proposed project would also improve overall operating efficiency. Workers would now be able to mobilize from a single facility in a more efficient manner in response to freeway and emergency maintenance requests. These requests can range from pavement rehabilitation, maintaining the center median and shoulders debris free, graffiti removal, to the upkeep of lighting, signage, landscaping and drainage. Response to freeway emergencies may involve spills, cleanup and traffic control. The congested signalized intersection at Mission Boulevard and SR-71 makes it difficult for current maintenance crews located at 1698 West Mission Boulevard to attend emergency requests. The new maintenance station would enable improved access to the freeway network because of its proximity to the SR-60 and SR-71 on-ramps.

Another purpose of the proposed Pomona Maintenance Station would be to alleviate the additional workload attributed to projected traffic volume increases, a result of recent growth and development in the eastern region of Los Angeles County. This is already evident in communities such as Chino and Pomona where heavy commute traffic originates destined for employment centers in Los Angeles and Orange Counties. Another future development, Governor Davis' Traffic Congestion Relief Plan calls for capacity improvements to SR-71 to six general-purpose lanes from SR-60 to Interstate 10 (I-10) and the addition of two carpool lanes. This capacity improvement would also contribute to an increase in maintenance responsibilities in the area. The consolidation of two existing facilities and construction of a new larger maintenance station at a central site would account for the increased workload within the eastern region of Los Angeles County.

It is anticipated that the new site would accommodate approximately 70 employees and a superintendent. The proposed Pomona Maintenance Station would alleviate projected workload through its capacity to accommodate additional employees as future growth and development and future traffic conditions warrant. Overall, the new facility would accommodate a total of five crews (consisting of two road maintenance crews, two landscape maintenance crews, and one electrical crew) from both the Diamond Bar and from the Pomona Facility at 1698 West Mission Boulevard.

In addition, it is anticipated that the consolidation of the two facilities would result in cost savings because the maintenance crews would be operating from a centralized location as opposed to two different locations. Cost savings would be evident for the security system, operations, and maintenance of the facility. Necessary resources for highway maintenance would be made available out of one centralized location.

Once completed, the new facility would achieve a balance between form and function for both Caltrans and the City of Pomona. This is accomplished through its architecture and landscape plan which enhances an otherwise void lot that is aesthetically unappealing. Careful attention would be placed on the architectural elements that compose the maintenance station to ensure the needs of the community and the City of Pomona are met. A public lobby area would be provided where individuals can come to file freeway maintenance suggestions and complaints. There will be 6 alternatives discussed in this document (Section 2.4).

### **Figure 1-1**

Current Pomona Maintenance Station (1698 West Mission Blvd., Pomona, CA), constructed in 1980 with portable restrooms.



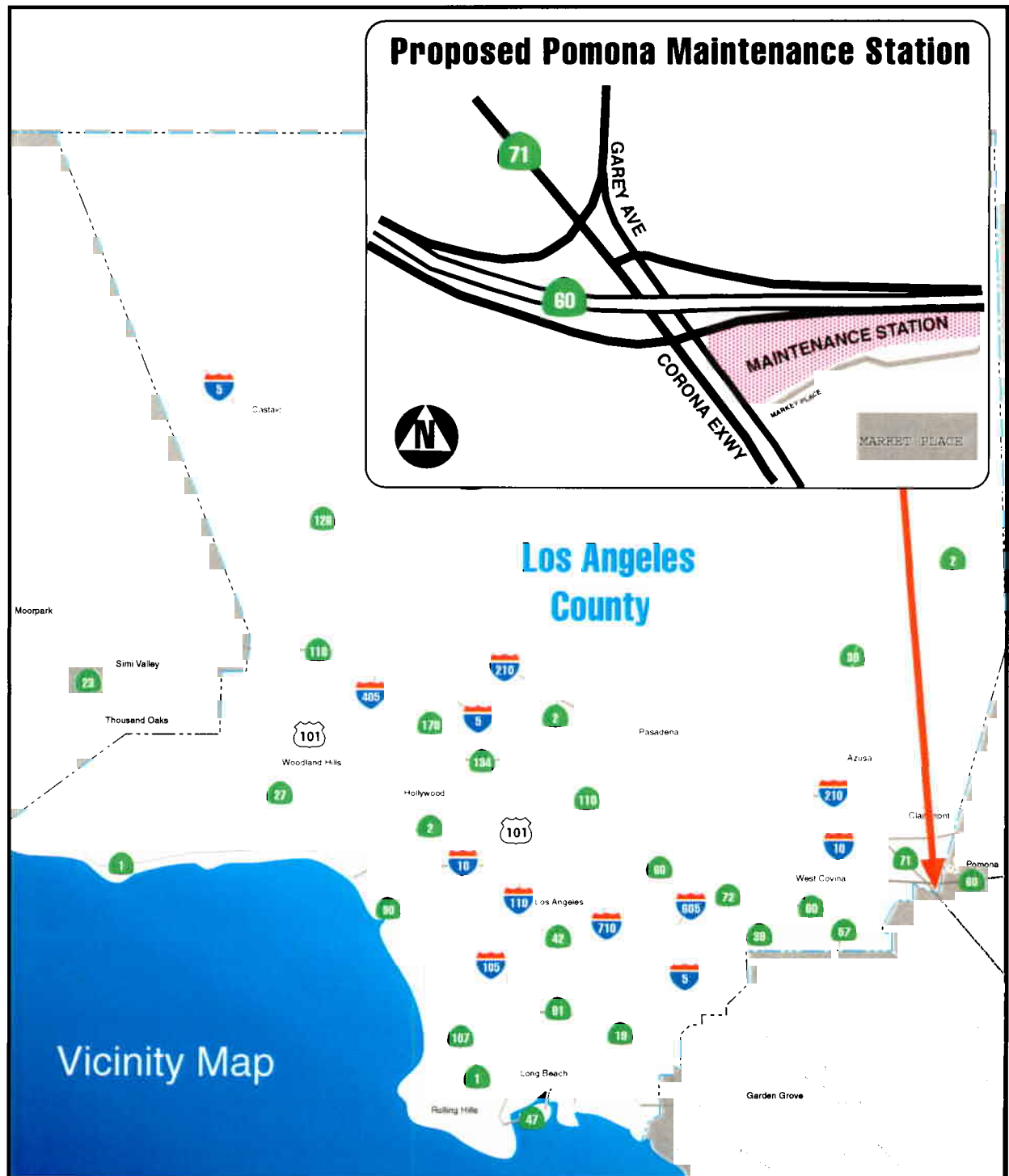
### **Figure 1-2**

Diamond Bar Station (21420 Golden Springs Road, Walnut, CA)  
Located at the south side of the State Route 57/60 Interchange.



## **2- Project Description**



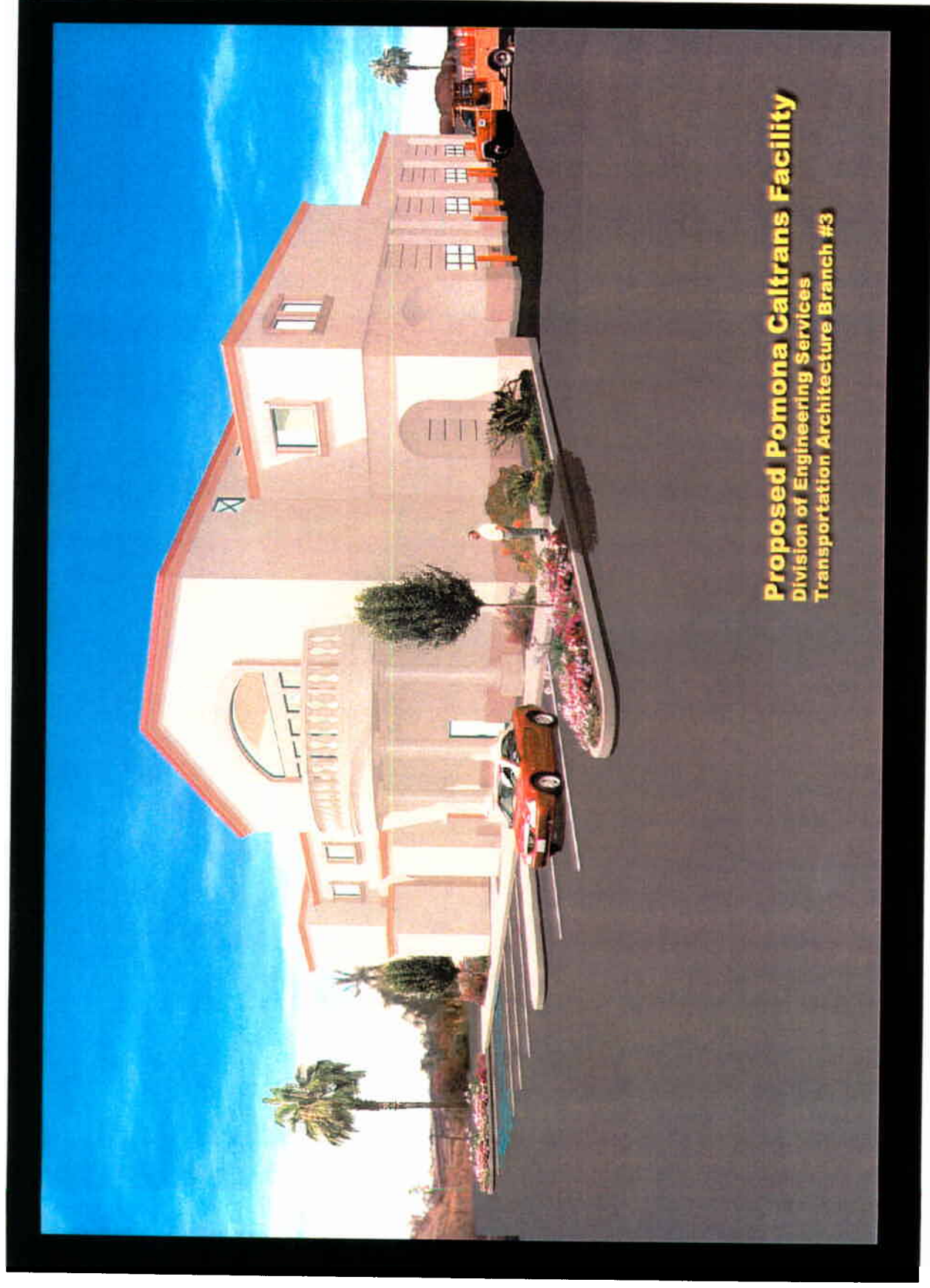


2/06/01 • POMONA MAINTENANCE STATION



**Figure 2-4**

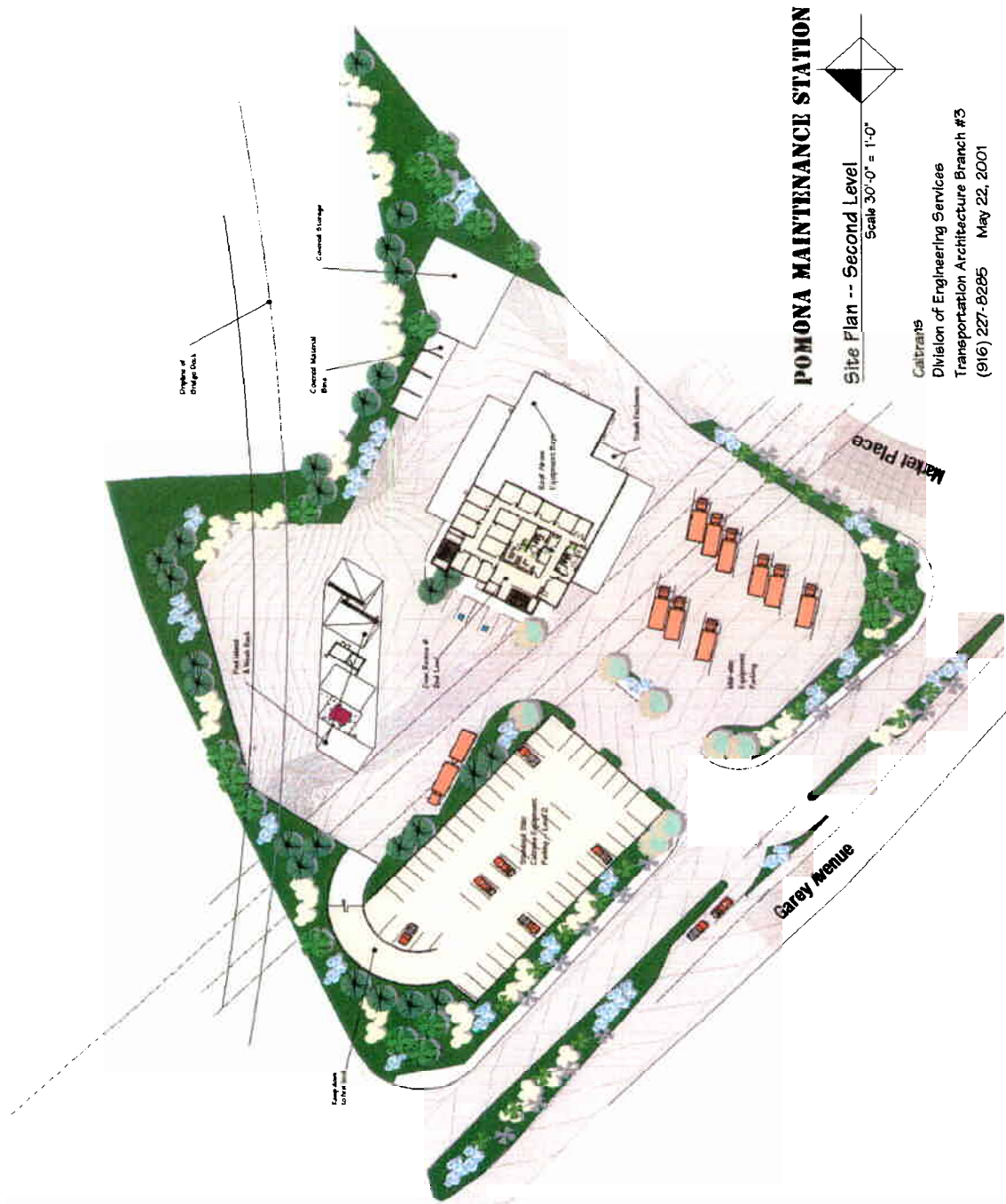




**Proposed Pomona Caltrans Facility**  
Division of Engineering Services  
Transportation Architecture Branch #3

Figure 2-4.1a

Conceptual Rendering Pomona Maintenance Facility



**Figure 2-4.1b**



Figure 2-4.1c

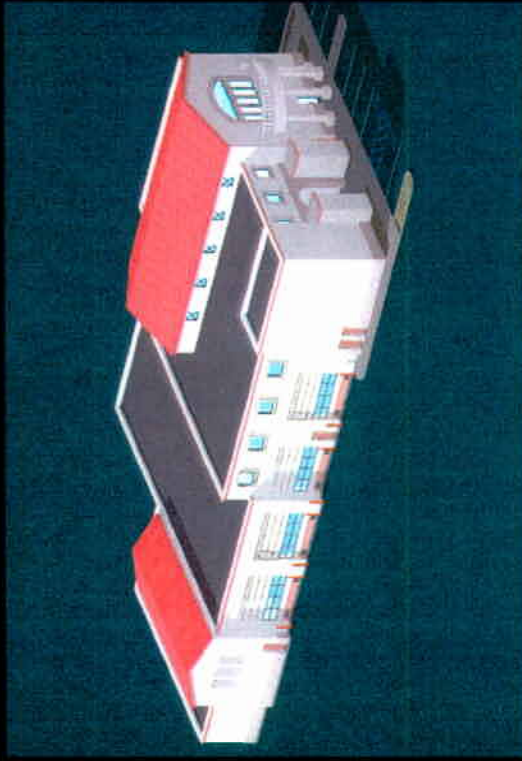
Front View-Entrance





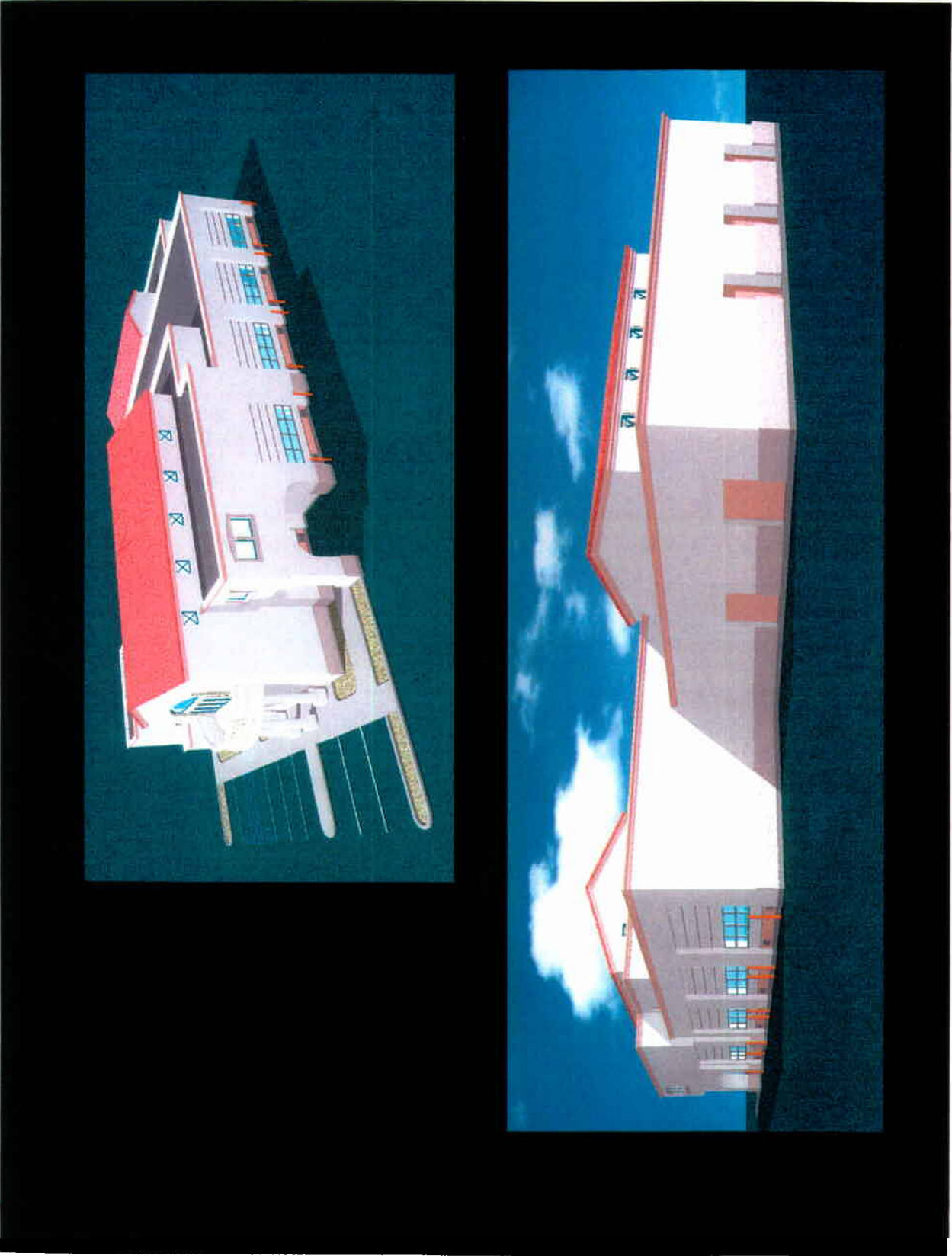
Figure 2-4.10

Front Views-Entrance

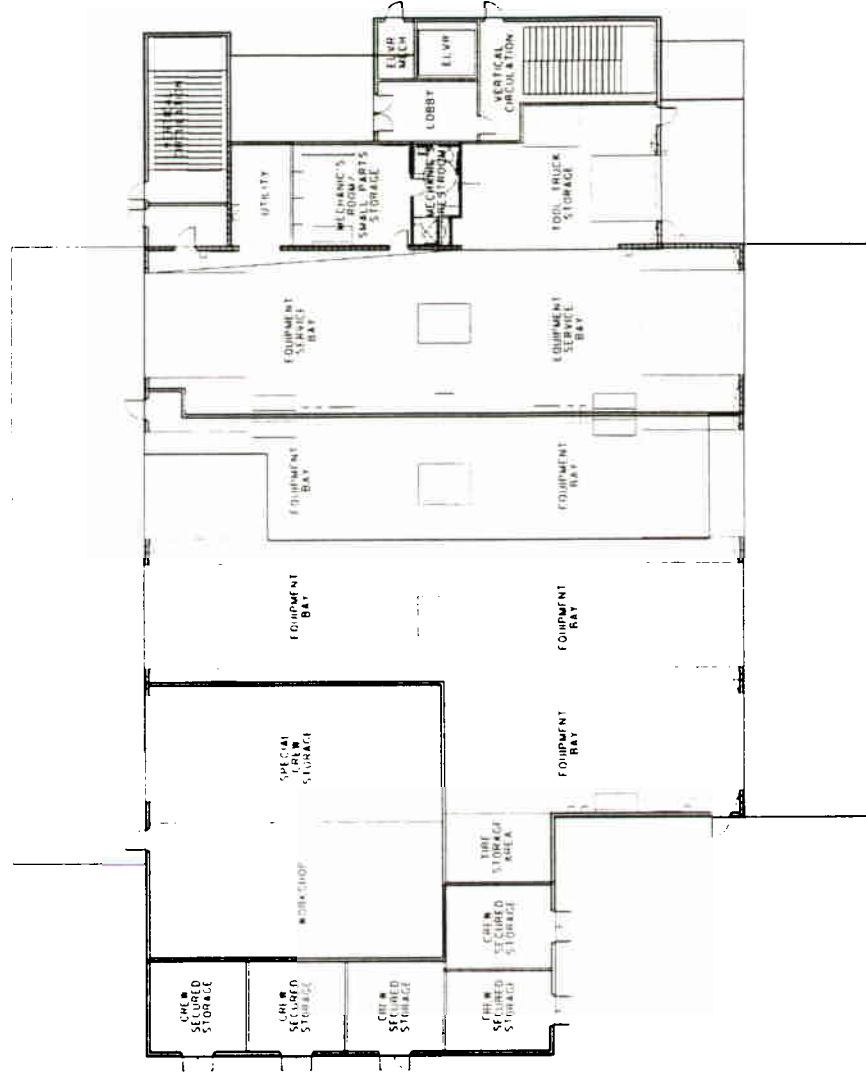


Side Views-Equipment Bays



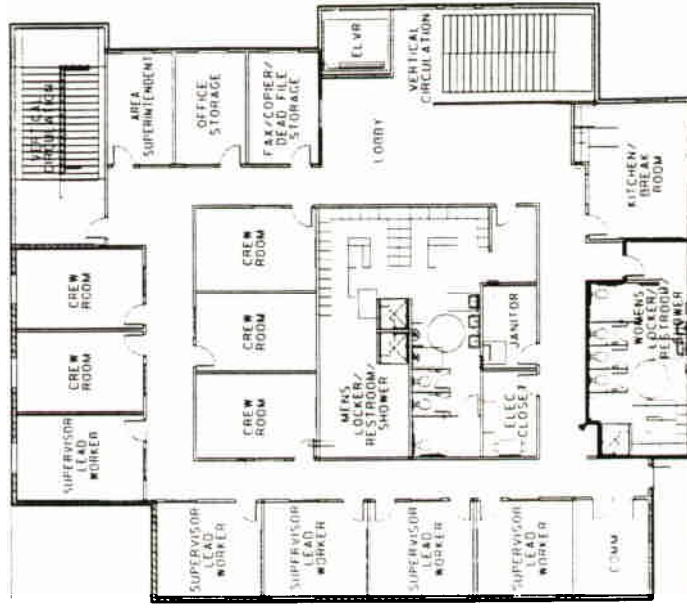


Side Views Equipment Bays



2 Story Floor Plan-Pomona Maintenance Station

Figure 2-4.1f-1



**2 Story Floor Plan-Pomona Maintenance Station**

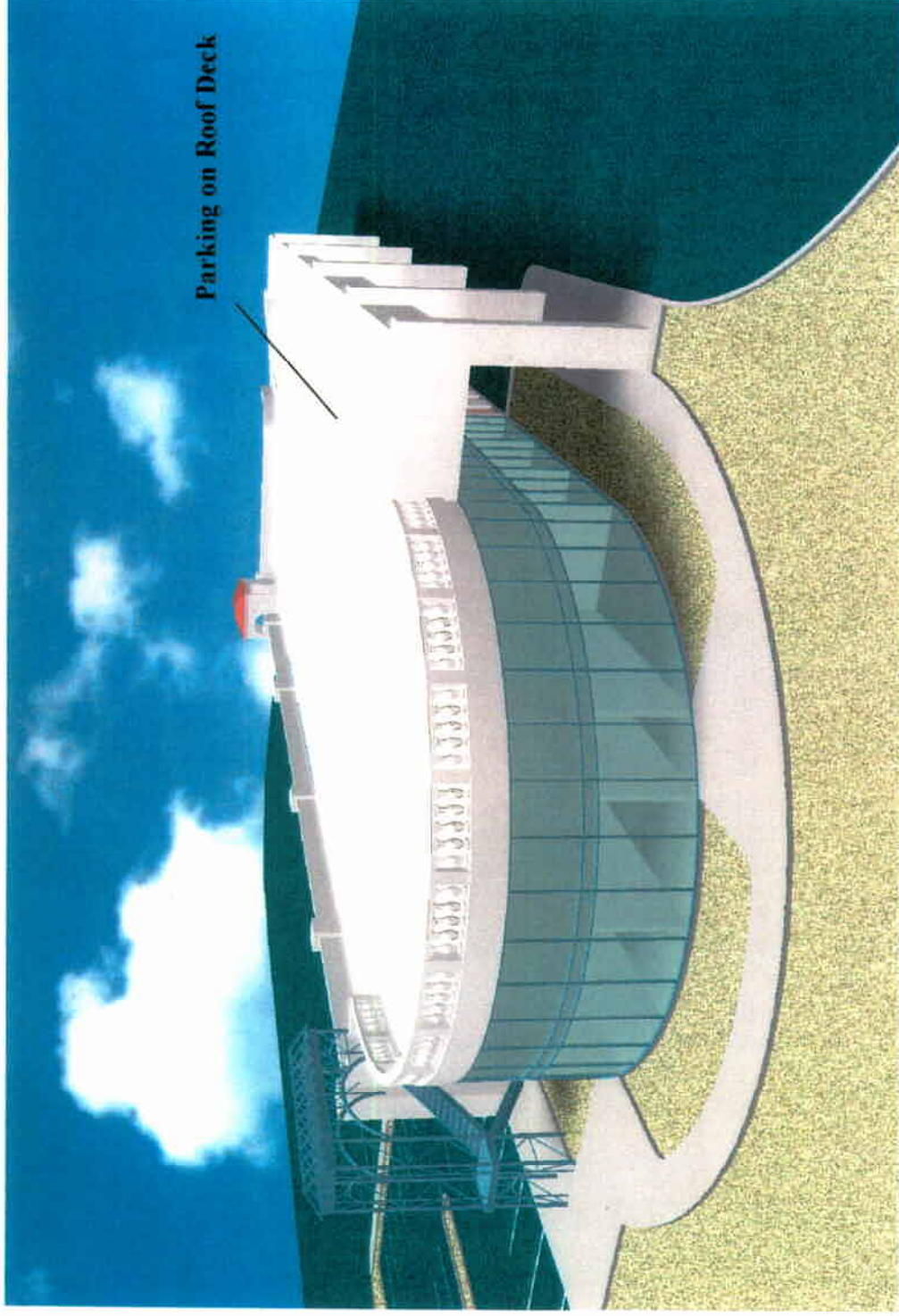
**Figure 2-4.1f-2**



**Conceptual Rendering Pomona Maintenance Facility**

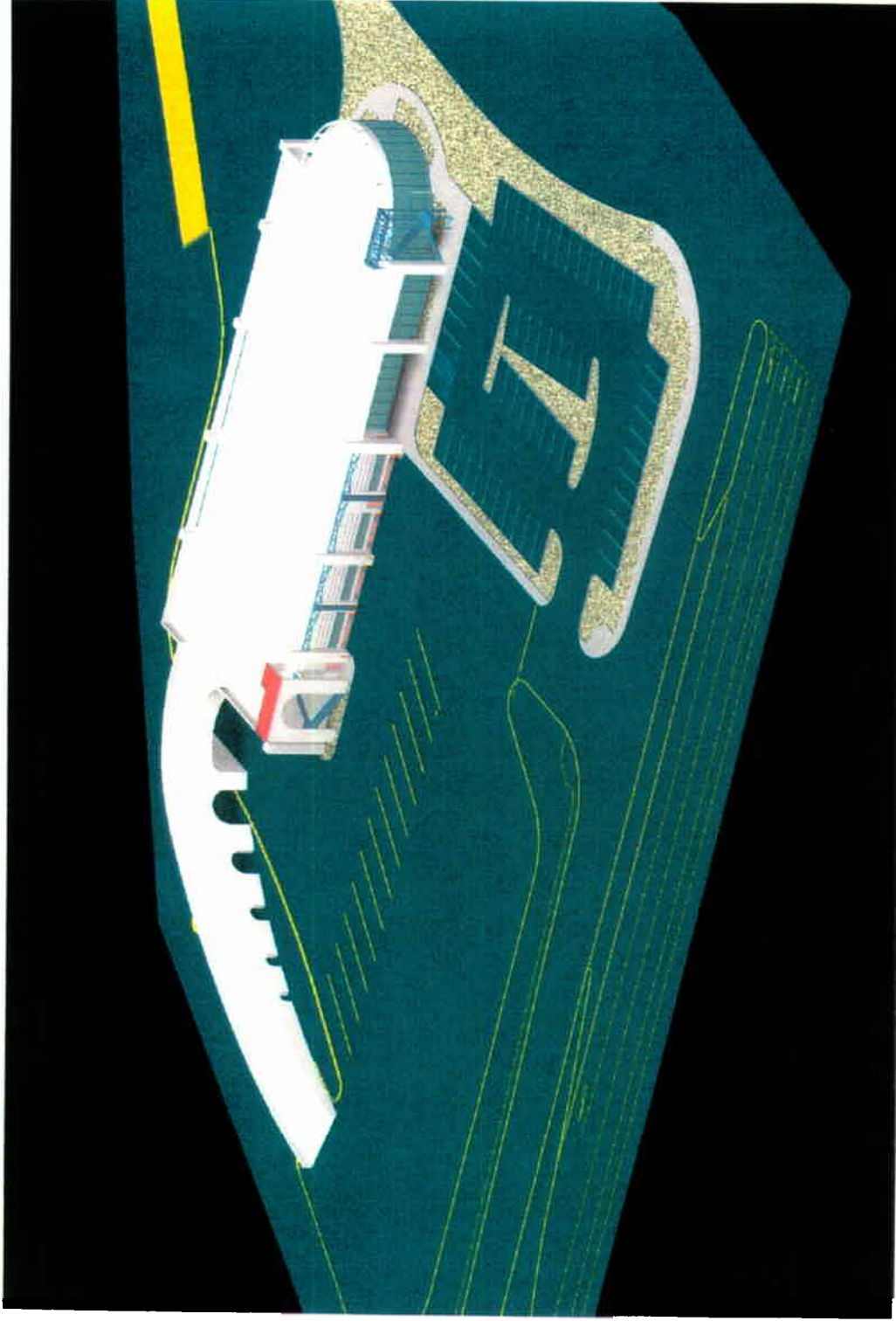
**Figure 2-4.1-g**





**Figure 2-4.1-1-h**

**Conceptual Rendering Pomona Maintenance Facility**



**Figure 2-4.1-i**

**Conceptual Rendering Pomona Maintenance Facility**



## 2. Project Description:

### 2.1 Project Location

The proposed project is located within Pomona and is approximately 56 kilometers (35 miles) east of downtown Los Angeles. The project area consists of surplus land owned by the State of California. (Figure 2-3)

The proposed maintenance facility would be located on a triangular lot off the southeast quadrant of the SR-60 and SR-71 interchange which is adjacent to a retail center, the Market Place. Immediately north of the lot is the SR-60 eastbound on-ramp. Garey Avenue borders the west side of the lot. The lot gradually narrows towards the east and is bordered by the SR-60 eastbound on-ramp and the retail development (Market Place) parking lot. (Figure 2-4)

### 2.2 Project Features

The elements of the proposed project include a maintenance office building and an adjoining maintenance equipment building. The total office space for the maintenance building is 454.52 meters<sup>2</sup> (m<sup>2</sup>) (4,892 feet<sup>2</sup>). The total interior area for the equipment building is 1,150 m<sup>2</sup> (12,379 feet<sup>2</sup>). Both buildings would be either single or two story and approximately 20- to 25-feet in height.

Additional features of the new facility include:

- supervisor offices
- crew quarters work areas
- equipment bays
- emulsion tank
- wash rack (covered)
- various storage areas (materials bin, fertilizer, plant storage, fuel islands)
- crew room men's and women's locker rooms and showers, and a kitchen
- parking for employees, visitors and designated spaces for maintenance vehicles
- normally a public visitation lobby is located at the regional maintenance office (currently located in Whittier). However, areas for public visitation will be available at this newly constructed maintenance station

In order to maintain visual-quality, measures would be taken to screen open storage areas of the maintenance facility from public view. These measures include the building's architectural style and placement, fences and walls, and landscaping. The first measure involves the building's architectural style and its placement on the project site. The building exterior would consist of conventional building material and may contain either metal or tiled roof and would emulate architectural elements found in the adjacent commercial/retail center (Market Place). This design treatment, once completed, would contribute to a visually cohesive appearance with that of the Market Place. Buildings would be oriented on the lot to obstruct the view of open storage areas from the public. Exact location of these buildings would be determined during final design.

The second measure that maintains a positive visual quality would be the use of fences and walls to shield storage areas. There would be a combination of walls and fencing around the project's perimeter. The northeast portion of Market Place already has chain-link fencing. It is expected that a wrought iron fence theme would be extended along Market Place. This would enhance the overall appearance of Market Place. Walls would be strategically placed to compliment the shielding to be provided by the maintenance buildings.

The last measure, landscaping, would contribute to a positive visual experience within the proposed project location. Landscaping works as a visual shield in association with the previous measures; fences and walls, architectural style, and building placement. Carefully planted native landscape of creeping ivies and bushes would soften the appearance of any exposed walls. Mounding along Garey Avenue may also be used in conjunction with landscaping. A combination of trees (Eucalyptus and Pines), shrubs, and vines along the frontage would provide additional screening from Garey Avenue. A landscaped area with vegetation consistent with neighboring land uses helps unify the project area with its surroundings.

The estimated cost of the project is \$5,300,000.00 in 2000 dollars and project construction is scheduled to begin in 2003. Funds for the proposed project originate from the Caltrans HA12 Major Construction Funds, which is part of the State Highway and Protections Program (SHOPP) funds from the 2003/2004 fiscal year.

Once this project is completed, the existing maintenance facility in Pomona would be vacated. Disposition of this property and Diamond Bar would be determined at a future date.

### **2.3. Proposals in or near the Project Area**

The City of Pomona in conjunction with Caltrans plans to construct a Mission Boulevard off-ramp overhead structure. The proposed off-ramp structure requires 1.2 hectares, (2.96 acres) from the current Pomona Maintenance Station located at 1698 West Mission Boulevard. This is 4.82 kilometers (3 miles) north of the proposed Pomona Maintenance Station site.

Another proposed project, which is part of State Assembly Bill 2928 and State Senate Bill 406, Governor Davis' Traffic Congestion Relief Plan, is capacity improvement to SR-71. Plans include completion of 3 miles of a six-lane freeway from Interstate 10 (I-10) to SR-60 with the addition of two HOV Lanes.

### **2.4 Project Alternatives**

Several alternatives were considered in the Project Study Report (PSR). These alternatives include:

- Alternative 1, No Action Maintain Existing Pomona and Diamond Bar Facilities
- Alternative 2, Reconstruction of the Diamond Bar Maintenance Station
- Alternative 3, Alternate Site Development
- Alternative 4, Rebuild Two Separate Maintenance Facilities
- Alternative 5, Abandoned Car Dealership
- Alternative 6, Recommended Pomona Maintenance Station (Preferred Alternative)

The alternatives recommended for further study in the PSR are the reconstruction of the Diamond Bar Facility (Alternative 2) and Alternative Site Development (Alternative 3). The reconstruction of the Diamond Bar Facility would entail demolishing the current building and erecting a new structure at the same site. The Alternate Site Development alternative would look at existing Caltrans properties within Pomona and Diamond Bar. Different sites were evaluated for compatibility with surrounding land use patterns. These alternatives, including the No Action alternative, are studied in this environmental document.

## **2-4.1 Alternative One: No Action Maintain Existing Pomona and Diamond Bar Facilities**

This alternative presents the following problems:

- The “No Action” alternative would not address the need to accommodate a projected maintenance workload increase in the region. The two current facilities lack capacity to accommodate the increased workload expected from a 50% increase in traffic volume in the Eastern Region of Los Angeles and San Bernardino Counties.
- In order for the City of Pomona to proceed with the SR-71 Mission Boulevard ramp project, it is required that Caltrans crews vacate the current Pomona Maintenance facility. This alternative does not provide the displaced Pomona Maintenance crews with a facility and, further, the current Diamond Bar facility does not have the capacity to accommodate the displaced crews.

## **2-4.2 Alternative Two: Reconstruction of the Diamond Bar Maintenance Station**

This alternative presents the following problems:

- Reconstruction of the Diamond Bar Facility at 21420 Golden Springs Road cannot be executed because extensive building upgrades and landscaping would be required in order to accommodate the existing crews from both the Diamond Bar and Pomona Facilities.
- Office space at the Diamond Bar Facility is limited. A total of 55.93 m<sup>2</sup> (602 feet<sup>2</sup>) of office space exists and is utilized at capacity. No additional crew space is present that would meet current office workspace standards.
- With the City of Pomona SR-71 ramp project, the Pomona Maintenance facility lot would be utilized. In addition, as previously mentioned in Alternative One (No Build), the City of Pomona requires that crews vacate the Pomona Maintenance Facility at 1698 West Mission Boulevard in order to implement the proposed project.
- The present location is not conveniently accessible to freeway on- and off-ramps and would not address the increased maintenance responsibilities associated with future widening of SR-71 (as discussed in Section 2.3) and the completion of Interstate 210 in Claremont.

## **2-4.3 Alternative Three: Alternate Site Development**

This alternative presents the following problems:

- Caltrans staff investigated area maps and aerial photos for other possible vacant land, including Caltrans land. Field review found no compatible land use sites that met Caltrans' need.
- Other state owned sites that service the area, such as the San Dimas and Foothill Maintenance Stations, are insufficient in size and cannot address the need to accommodate the additional maintenance crews and equipment of anticipated future growth and development in the region.

#### **2-4.4 Alternative Four: Rebuild Two Separate New Maintenance Facilities**

This alternative presents the following problem:

- Analyses of costs to rebuild the two maintenance stations were completed. To demolish and rebuild each station would cost approximately \$6,500,000. The results obtained indicated that the cost to rebuild the two maintenance facilities would exceed the cost to consolidate the two maintenance facilities, therefore not the most efficient use of funds.

#### **2-4.5 Alternative Five: Abandoned Car Dealership**

This alternative presents the following problem:

Analysis of this site determined that the proposed maintenance station was not compatible with the community northeast of the SR-60/71 Interchange. Numerous issues and conflicts were discovered. One of the main concerns involves the proximity of residential dwellings to the project site. If the project is built at this site there would be a lack of buffer between the maintenance station and the backyards of residents who live on Citron Place.

- There is the possibility of hazardous waste contamination of soil due to previous land use. This site was previously an abandoned car dealership. The site may require mitigation and clean-up.
- Proximity to residential zone, east side of lot is adjacent to residential property located on Citron Place. The City noise ordinance limits noise levels to 45 decibels in residential areas.
- Traffic conflicts with local residential streets: County Road, Citron Place, Chestnut Place, Cottonwood Place, and Chanslor Street. Maintenance vehicles have to access residential streets in order to enter the maintenance station. This poses a safety issue. Residential streets were not designed to accommodate maintenance vehicles. County Road would be primarily affected
- Requires acquisition of the vacant parcel from the current owner and requires additional funds.

**Figure 2-5**

Abandoned Car Dealership



## 2-4.6 Alternative Six: Consolidated Maintenance Facility

This alternative has the following benefits:

- The PSR for the proposed project includes analysis which supports the construction of a new maintenance facility because, when compared to the cost to completely rebuild the two maintenance facilities, approximately \$6,500,000 each, the proposed project (single consolidated facility) was determined to be the most cost efficient (\$5,300,000).
- An indirect benefit of the proposed project includes potential revenue generated from vacating the Diamond Bar Maintenance Facility.
- Efficiency is obtained in daily operations when the superintendent and supervisors are located within the same area. This situation is also favorable for the purposes of crew supervision and equipment maintenance. Operations in the new Facility can be streamlined. Service requests can be attended to from a centralized area. The new facility would be able to accommodate 70 pieces of equipment (30 from Pomona and 40 from Diamond Bar) and approximately 70 maintenance personnel. There are currently only 60 employees at both facilities. The combined facility would provide room for additional employees.
- The maintenance people and equipment are vital because of the projected increase in maintenance workload attributed by a 10-20 percent increase in traffic volume within the eastern region. The most recent Caltrans Traffic Volumes Study (1998) indicate that there are approximately 11,900 vehicles traveling thru the SR-60, SR-71 Junction during peak hour. The traffic volume is expected to increase with future growth in the eastern region of Los Angeles County. The City of Pomona currently has an annual population growth rate of 2.7 percent, greater than that of Los Angeles County (1.9 percent).

**Figure 2-6**

Northwest view of proposed project site looking at Garey Avenue.



East view proposed project site with Market Place in background.



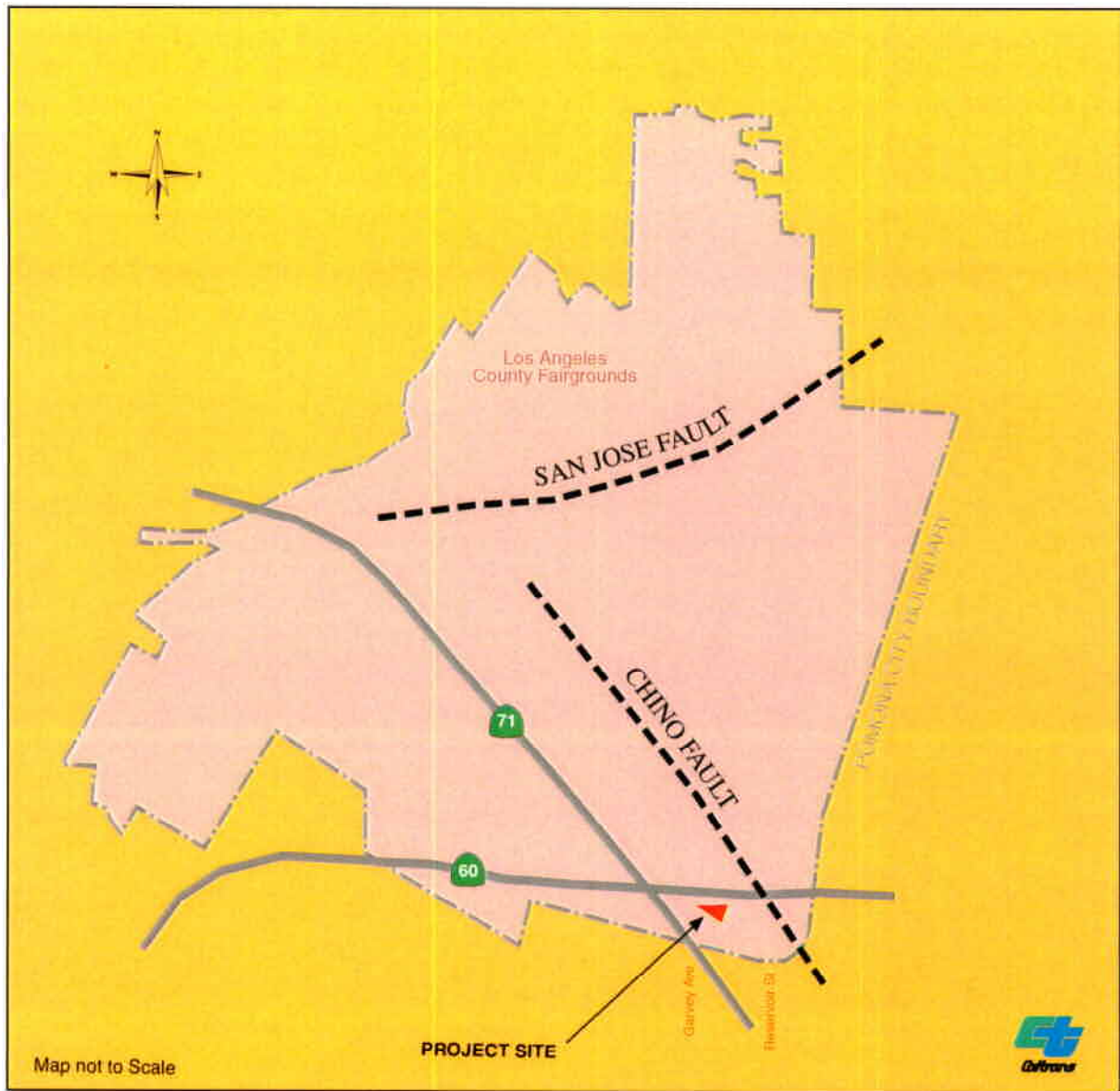
## 2-4.7 Identification of Preferred Alternative

The preferred alternative consists of a new Pomona Maintenance Facility (2-4.6, Alternative Six) located at the southeast quadrant of the SR-60/71 Interchange within Caltrans right-of-way.

### **3- Affected Environment**



## PROPOSED POMONA MAINTENANCE STATION WITH LOCAL FAULTS



POMONA MAINT FAULTS • 2/06/01

**Figure 3-7**

## Los Angeles &amp; Ventura Counties

## PROJECT SITE



## HIGHWAYS

INTERSTATE 101 U.S. STATE 39

Route Adopted  
Route Proposed

RAILROADS

RAILROADS

AIRPORTS



100

### Figure 3-8

### 3. Affected Environment

#### 3-3.1 Introduction:

The project is located in the southeast portion of Los Angeles County, just northeast of the Los Angeles / San Bernardino County Line. The project is located entirely within the City of Pomona, which began as an agricultural community. In the 1940s vast sections of Pomona were still covered with citrus groves. In the 1950s and 1960s the citrus groves were gradually replaced with single family homes. Today the community of Pomona is predominately residential with concentrated pockets of commercial/retail development and industrial zones.

#### 3-3.2 Topography/Geology:

The project is located in the Santa Ana Basin. It is inland approximately 48 kilometers (30 miles) from the Pacific Ocean coastline. The topography of the project area is predominantly flat with the exception of Puente Hills, (southwest of the project site), which has an elevation ranging from 800- to 900-feet.

A major portion of Pomona is covered with alluvium that has been washed out of San Antonio Canyon, north of Pomona. This alluvium is also mixed with other soils from nearby foothills and canyons.

In the proposed project site there is a layer of artificial fill (af) located above a layer of older alluvium. The af consists of various admixtures of clays, silts, sands, and gravel. In addition to these components, significant amounts of concrete fragments, brick, asphalt, and other debris were encountered within portions of these fill materials.

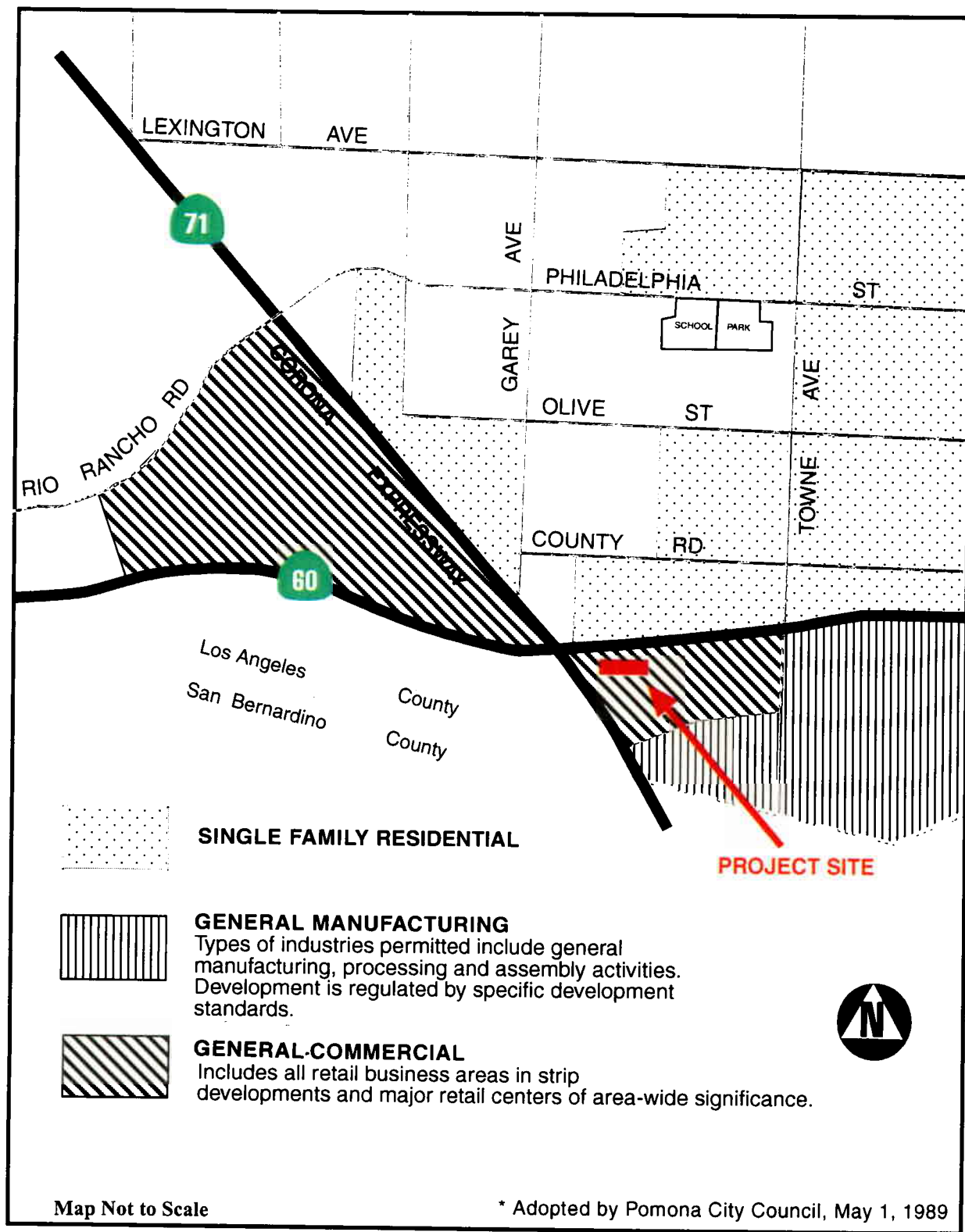
#### Seismicity:

There are no known active earthquake faults traversing the project area. The nearest known active fault under the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (APEFZA)\* is the Whittier Fault located 13.1 kilometers (8.2 miles) from the City of Pomona. (Figure 3-8) The Whittier Fault travels in a southeasterly direction for about 40 kilometers (25 miles) and terminates around the City of Yorba Linda. There are two additional faults, San Jose and Chino. (Figure 3-7) The Chino Fault located 7.0 kilometers (4 miles) northeast of the proposed project has a Maximum Credible Earthquake of magnitude 6.5. The San Jose Fault has had two recent earthquakes, one in 1988 (magnitude 4.6) and the other in 1990 (magnitude 5.2). The Chino and San Jose faults have not yet been zoned under the APSZA of 1972.

The potential for liquefaction, (when ground water saturates the surface soil making it unstable) is considered minimal within the project area. This is attributed to the generally low water table, which is at least 100 feet below the surface.

\*In response to the 1971 San Fernando Earthquake, legislation was passed in 1972 which prohibits the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazards of fault rupture.





City of Pomona, Plan for Land Use • 2/06/01

**Figure 3-9**

### 3-3.3 Hazardous Materials:

An Initial Site Assessment was conducted to identify potential contaminants that may affect the project area. Potential contaminant sources were identified by:

- Reviewing geologic and hydrogeologic information.
- Reviewing federal and state databases that reported potential contaminant sources within the project area.
- Reviewing historical land use of the project area from aerial photographs, Sanborn-Perris maps, and other sources.
- Conducting a site reconnaissance of the project area.
- Reviewing publicly available files maintained by state regulatory agencies.

It was concluded that no potential for hazardous waste contamination exists at the present location.

### 3-3.4 Land Use:

The proposed project falls within the jurisdiction of the General Land Use Plan of the City of Pomona. In this plan the project site is designated as general commercial and is zoned C-4 highway commercial. The current Pomona Maintenance Station (trailers), at Mission Boulevard is located in an identical land use designation, general commercial with C-4 highway commercial zoning. Existing land use within the project vicinity includes a commercial/retail development immediately south of the project area in addition to other retail centers and businesses. (Figure 3-9)

The proposed project site is shielded from the neighborhood located to the northeast of the freeway by various freeway structures. These include the freeway lanes, overpass, freeway ramps, soundwalls and earthen berms. The SR-60 freeway has five (one HOV + four Mixed Flow) lanes. This provides a sufficient amount of distance between the project site and community northeast of SR-60, approximately 366 meters (1,200 feet). Earthen berms are located to the west across Garey Avenue and act as a visual barrier. Besides the earthen berm that parallels Garey Avenue, there is also another earth berm adjacent to and north of the project site. This earthen berm forms part of the SR-60 freeway eastbound on-ramp structure. Soundwalls are also present on the westbound SR-60 adjacent to Citron, Chestnut, and Cottonwood Place. Overall, this artificial barrier shields the surrounding neighborhood and any environmental impacts associated with construction and operation of the facility would be minimized.

**Figure 3-10**

View from Market Place towards Garey Avenue, earth berm in background.



Garey Avenue looking northeast at project site with earth berm in background.



## GENERALIZED STREET MAP, CITY OF POMONA



POMONA MAINT FAULTS • 2/06/01

**Figure 3-11**



### 3-3.5 Demographics:

#### Population

The proposed project is located within Los Angeles County, which has an estimated population of over 16 million residents. Projections indicate a population increase of 1.2 percent in Los Angeles County for the year 2020. Within the City of Pomona the most recent Census data indicates an estimated 149,600 residents for the city. This reflects approximately a 3 percent increase from the 1990 Census. The City of Pomona consists of predominantly three dominant ethnic groups; Hispanic, Caucasians, and African-Americans. Hispanics are the most populous. Caucasians make up the second most dominant group with the remaining ethnic group consisting of African-Americans. Asians, the smallest group, form less than 7 percent of the population as indicated in Table 1.

*Table 1 Predominant Ethnic Groups in the City of Pomona\**

Ethnic Groups	Percentage
Hispanics	54.3
Caucasians	25.6
African-Americans	12.7
Asian	6.9
American-Indian/Other	0.5

\*City of Pomona: Demographic, Economic, & Quality of Life Data, June 1999 Page 8

#### Housing

Residential areas are located mainly in the northeastern (Bradford Street to Baldy View Avenue) and southeastern (Nelson Street to Reservoir Avenue) portion of Pomona with additional housing pockets located south of Los Angeles County Fairgrounds. **(Figure 3-11)** Commercial corridors are concentrated within the central part of Pomona along Garey Avenue, which runs north-south and east-west between Holt Avenue and Mission Boulevard. There is also a residential area located north of SR-60, situated northeast of the project site. Nelson Street bounds this residential area to the west with Reservoir Street to the east, Phillips Boulevard to the north and County Road on the south. In 1998 the City of Pomona had a housing stock of 39,287 units, of which 24,458 or 67.3% were single family homes. Vacancy rates for the housing stock is calculated to be 5.3 percent. In June 2000 the average sale price for a single family dwelling in Pomona was \$136,248\*. This was significantly lower than the median sale price for houses sold in Los Angeles County, which was \$203,000 as of June 2000\*. When compared to adjacent cities, such as Diamond Bar, Walnut, San Dimas, La Verne and Claremont, the City of Pomona's 1998 housing stock was considered the areas strongest and most affordable.

### 3-3.6 Local Business

There is a retail/commercial center south of the proposed project location. The retail center is comprised of approximately 5 different stores, with the largest retail stores consisting of Toys R Us, Circuit City, Officé Max and Home Depot. South of the project site is a Texaco service station. The Texaco service station is separated by a driveway approach (Market Place) which enters the commercial/retail center. In the commercial center the largest tenant is the Wonder Bread Company (ITT Continental Baking) located at 2801 Towne Avenue. The entrance to the business is on Towne Avenue located away from the project site (shown in Figure 3-9).

\*(Perez, Anthony. City of Pomona Housing Department, Pomona, CA. August 2000.)

\*(Strickland, Daryl. "L.A. Home Prices Back to Pre-Recession Peak Los Angeles Times[Los Angeles, CA 18 July 2000.]

Overall, Pomona's economy has seen strong steady growth in taxable retail sales for the past five years. Sales have topped 467.3 million dollars according to the State Board of Equalization. Employers in Pomona extend from education and healthcare to the communication sectors. Some of the major employers include: Pomona Unified School District, California State Polytechnic University, GTE California, Hughes-Avicom International, the City of Pomona and ITT Continental Baking. In addition to these large employers the Census 2000 Data Capture Center is also located in the City of Pomona on SR-71 at Mission Boulevard.

**Major Employers in Pomona**

Company	Employees
Pomona Unified School District	2,754
California State Polytechnic University	2,300
Pomona Valley Hospital Medical Center	2,164
City of Pomona	900
GTE California	793
Hughes-Avicom International	600
Loral Electro-Optical	600
Cal Spas/California Acrylics	500
Simpson Paper	375
ITT Continental Baking	350
Pioneer Electronics	160

\*Pomona Economic Development Corporation:  
October 1995, Pomona, California

Pomona's healthy economy is also reflected in the city's median household income. In the City of Pomona the medium household income was \$37,292 for 1995. This is almost 3 times Pomona's median household income of 1980.

### **3-3.7 Traffic Circulation**

The proposed Pomona Maintenance Station would be located to the northeast, where Garey Avenue and Market Place intersect. These two streets meet to form a letter "T" type intersection where Garey Avenue is a 4 lane north-south artery adjacent to the project site. Market Place is a small two lane road that terminates at Garey Avenue and allows access into The Market Place Retail Center via Garey and Towne Avenue. Traffic signals exist at the intersections of Garey Avenue and Market Place.

Existing traffic conditions on Garey Avenue are heavy during the morning and evening commute peak hours. The peak morning hours are from 7:00 a.m. to 8:00 a.m. while the peak afternoon hours occur from 3:15 p.m. to 4:15 p.m. The Level of Service (LOS) for both roads (Garey Avenue and Market Place) are LOS A. The LOS, a term traffic engineers devised to categorize traffic flow conditions is based on a 5 letter grade scale. A LOS of A is the best condition, free flowing traffic, unimpeded whereas a LOS of F, forced flow is the worst possible traffic condition (stop and go traffic).

### **3-3.8 Natural Environment:**

#### **Water Quality**

The proposed project is located west of Chino Creek Channel, which runs primarily in a north-south direction, veering southeast near the San Bernardino/Los Angeles County Line.

A segment of Chino Creek Channel travels under SR-60 freeway and the project site and becomes an open concrete-lined channel immediately south of Market Place. Once south of Market Place Chino Creek Channel parallels Garey Avenue and veers towards the east at Riverside Drive.

#### **Vegetation**

The proposed project area is located in a highly urbanized freeway corridor with some landscaping along portions of the freeway shoulder and some off-ramps.

Currently, there is a stand of five Eucalyptus trees located on the northwest portion of the project area. These trees are situated on the south side of fencing and are positioned in an east-westerly direction. The trees vary in height from approximately 20- to 60-feet.

#### **Wildlife**

The California Department of Fish and Games (CDFG) Natural Diversity Database (NDDDB) was searched in an effort to identify threatened or endangered species that may inhabit the project area. In addition to the NDDDB, aerial and site photographs and the project description were also reviewed for the presence of threatened or endangered species. The results indicate no threatened or endangered species exist within the project area.

There have been historical sightings of killdeer (*Charadrius vociferus*) within the project vicinity. Killdeer are small birds that can be found nesting on the ground on bare soil, or other open areas of sparse vegetative cover. They are identified by their characteristic black and white ring pattern around their neck and chest. This bird is not considered to be threatened or endangered.

### **3-3.9 Cultural Resources:**

In order to identify historical and archaeological resources, an Area of Potential Effect (APE) was established with boundaries that include only the project site.

The historical setting was researched through a number of lists, sources and field surveys. The results indicate that there are no buildings older than 50 years old. The project site is located in an empty plot. The APE is also in a relatively new commercial/retail development area that is less than five years old. There are no buildings in the APE with any historical, cultural, or architectural significance. A Caltrans Architectural Historian performed historic studies and no historic resources were identified within the APE. A Negative Historic Property Survey report has been completed.

### 3-4.0 Physical Environment:

#### Noise

Under the Federal Noise Control Act of 1972 and Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for the Abatement of Highway Traffic and Construction Noise" sets forth traffic noise abatement procedures. It requires that a determination be made as to whether a project would significantly affect ambient noise levels of adjacent areas. If a substantial increase in noise levels would constitute a significant effect, mitigation measures are required. Likewise, under Caltrans Noise Policy (Policy and Procedure Memorandum P74-47, Freeway Traffic Noise Reduction, September 24, 1974) a determination must also be made with respect to noise levels and whether they constitute a significant effect. If there are significant noise effects, mitigation measures must also be incorporated into the project.

Noise levels vary from site to site at sensitive receptors. The factors that affect ambient noise levels at a specific location are the presence of nearby noise generators and the distance the receptor is from the source. The proposed Pomona Maintenance Station is located in a commercial/retail area, which coincides with Noise Abatement Criteria (NAC) Category C uses (Noise Abatement Criteria Categories Table). This means that if noise levels from the proposed project approach within 1 decibel or exceeds the NAC criteria, then it constitutes a significant noise impact. A Texaco service station is located south of the project site across from Market Place, which places a sufficient amount of distance between the maintenance station and the Texaco service station. Residential uses are located further west in the topographical feature known as the Puente Hills (located within the City of Chino Hills) and northeast across SR-60. Because of the significant distance, 366 meters (1,200 feet) between the project site and the residential areas, the project is not within the line of sight with County Avenue (City of Pomona); a determination indicates no significant noise impacts from the proposed maintenance station on residential units within the area. The residential units at Citron Place, Chestnut Place, Cottonwood Place, and County Road are all protected by an existing noise barrier, which parallels westbound SR-60 with a terminus at the SR-71 connector.

**Federal and Caltrans Activity Categories and Noise Abatement Criteria**

Activity Category	NAC, Hourly A Weighted Noise Level, dBAeq(h)	Description of Activity
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed Lands, properties, or activities not included in Categories A or B above.
D	--*	Undeveloped Lands.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

\*Currently no criteria set for undeveloped lands.



In addition to Federal and Caltrans activity categories and noise abatement criteria, the City of Pomona has specific noise standards depicted in the following table. The factors that affect ambient noise levels at a specific location include the presence of nearby noise generators and the distance the receptor is from the noise source. The proposed Pomona Maintenance Station is situated in a commercial/retail area, which is applicable to Noise Zone 2 (Commercial Uses). If noise levels from the proposed project exceed the criteria set forth in Pomona City Code §14.9-5, then it would constitute a significant effect. It was determined that noise levels would remain within the threshold.

**City of Pomona Exterior Noise Standards**

Noise	Type of Land Use	Time Interval	Allowable Exterior Noise Level
1	Single, Double or multiple family residential	10 p.m. to 7 a.m. 7 a.m. to 10 p.m.	45 dB(A)
2	Commercial	10 p.m. to 7 a.m. 7 a.m. to 10 p.m.	60 dB(A) 65 dB(A)
3	Industrial or Manufacturing	Anytime	70 dB(A)

**Sound Levels and Loudness of Illustrative Noises in Indoor and Outdoor Environments\***

**(A-Scale Weighted Sound Levels)**

dB(A)	OVERALL LEVEL (Sound Pressure Level Approx. 0.0002 Microbar)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgement of Different Sound Levels)
	UNCOMFORTABLY			120 dB(A) 32 Times As Loud ▲
120	LOUD	Turbo-Fan Aircraft @ Take-Off Power @ 200 Ft. (118)	Riveting Machine (110) Rock & Roll Band (108-114)	
110				110dB(A) 16 Times As Loud
		Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @100 Ft. (100)		100dB(A) 8 Times As Loud
100	VERY LOUD	Power Mower (96), Boing 737, DC-9 @ 6080 Ft. Before Landing 97 Motorcycle @ 25Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times As Loud
90		Car Wash @ 20 Ft. (89) Prop. Plane Flyover @1000 Ft. (88) Diesel Truck, 40 MPH @50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling machine (85) Garbage Disposal (80)	
80				80dB(A) 2 Times As Loud
	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. from pavement edge, 10am. (76 +,-)	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB(A)
70			Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 As Loud
60		Air Conditioning Unit @ 100 Ft. (60)		
50	QUIET	Large Transformers @ 100 ft. (50)		50 dB(A) 1/4 As Loud
40		Bird Calls (44) Lower Limit, Urban Ambient Sound (40)		40 dB(A) 1/8 As Loud
	JUST AUDIBLE	(dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			
0				▼

\*John Alexander, Anticaglia, Joseph R., Jones, Herbert H., "Noise Induced Hearing Loss-Exposures to Steady State Noise" American Medical Assn. 6<sup>th</sup> Congress Chicago Ill., 28-29 April 1969 Pg. 9



## **Air**

### **Air Basin**

The proposed project is located in the South Coast Air Quality Management District (SCQAMD). The SCQAMD is responsible for monitoring air quality in the South Coast Air Basin (SCAB). The SCAB encompasses the counties of Los Angeles, Orange, San Bernardino, and Riverside, an area of 12,000 square miles. The climate in the basin is Mediterranean, characterized by mild sunny winters with occasional rain and hot dry summers. Prevailing wind patterns are from the southwest, but occasionally the wind pattern changes from October to March blowing from the interior desert regions, known as the "Santa Anas".

### **Air Quality Regulations - Federal & State**

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires that each state must implement a strategy, State Implementation Plan (SIP) to meet the national standards.

The SIP establishes an air quality agenda for compliance with NAAQS. In this agenda are current and future emission inventories and measures to control local and state emission levels. In order for a project to conform to the SIP, one of two criteria must be met. The actions of a proposed project should not create new violations or worsen existing air quality violations. Once a project meets one of these criteria and is also in an approved transportation plan and program like the Regional Transportation Improvement Program (RTIP), it is found to be in conformity. The entire process of conformity determination is outlined in the Environmental Protection Agency's *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans, Programs, and Projects Funded or Approved under Title 23 U.S.C. of the Federal Transit Act and the Final Conformity Rule (Federal Register, August 15, 1997)*.

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1988, became effective on January 1, 1989 and was amended in 1992. The CAL-CAA California's ambient air quality standards are much more stringent than the NAAQS. CAL-CAA stipulates that each air quality district must design its own Air Quality Management Plan (AQMP) to reduce pollutant emission levels, basin-wide by five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.

The proposed project is listed in the Southern California Association of Governments (SCAG) RTIP for the Fiscal Year 2000/2001-2005/2006 under "Lump sum at various locations in Los Angeles County-Operations and Projects"(page 16 of 61). The RTIP is a long-term vision document that outlines transportation goals, objectives, and policy for the SCAG region. By inclusion in the RTIP the emission effects of the proposed project has been modeled and determined to be in compliance with the SIP and the NAAQS.

### **Air Quality Issues and Planning**

Six air pollutants have been identified by the EPA as being of concern nationwide: particulate matter (PM<sub>10</sub>), Sulfur Oxides (SO<sub>x</sub>), Nitrogen Oxides (NO<sub>x</sub>), Ozone (O<sub>3</sub>), Carbon Monoxide (CO), and Lead. These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health and final deposition into the atmosphere vary considerably.

PM<sub>10</sub> is commonly associated with respiratory problems and is one-seventh the thickness of a human hair. It consists of very small liquid and solid particles floating in the air. Sulfur Oxides form when fuel containing sulfur is burned. Sources of SO<sub>x</sub> occur during metal smelting and other industrial processes. NO<sub>x</sub> forms primarily from motor vehicles and stationary sources such as electric utilities and industrial boilers. Both of these pollutants are lung irritants. O<sub>3</sub> unlike SO<sub>x</sub> and NO<sub>x</sub> forms in a chemical reaction with NO<sub>x</sub> and other smog causing chemicals. CO is another colorless odorless, poisonous gas. A product of incomplete burning of fossil fuels. CO inhibits the blood's capacity to transfer oxygen. Lead, another criteria pollutant originates from smelters and battery plants. Lead can cause neurological damage in children. Topography, climate, and prevailing wind pattern all influence pollutant levels.

The SCAB, the second largest urban area in the United States has a serious air pollution problem. SCAB is in a federal non-attainment area for ozone, carbon monoxide, and for respirable 10-micron diameter particulate matter (PM<sub>10</sub>) - dust. This means that pollution levels exceed the federal requirements set forth by NAAQS.

***Attainment Target Dates for SCAQMD***

<b>Pollutant</b>	<b>Federal Standard</b>	<b>State Standard</b>
NO <sub>2</sub>	Currently met	Currently met
CO	2000	2000
PM <sub>10</sub>	2006	Post-2010
Ozone	2010	Post-2010

Source: SQAQMD, 1997, Parson, Brinckerhoff, Quade, and Douglas, Air Quality Report, June 1998.

Measures are being taken to comply with NAAQS. SCAQMD and Southern California Association of Governments (SCAG) have collaborated to develop the 1997 Air Quality Management Plan (AQMP). The plan outlines measures to reduce emission levels to an acceptable level. In the AQMP the attainment schedule is set for the various pollutants. This schedule is based on the various technologies available to reduce emissions and other transportation control measures. Some of the transportation control measures include:

- Advanced Transportation Technology – Smart Shuttle Transit and Intelligent Vehicle Highway Systems (IHVS). The Los Angeles Metropolitan Transportation Authority is currently experimenting with a 16 stop bus system running down Ventura Boulevard from the Universal City Red Line Subway Station in the San Fernando Valley. These “Metro Rapid” buses are equipped with loop-transponder detectors, devices that can lengthen green traffic signals for up to 10 seconds which allows buses to continue without stopping.\*
- Transportation Improvements – High Occupancy Vehicle Lanes (HOVs) “carpool lanes”, transit improvements, traffic flow improvements, park-ride and intermodal facilities (Warner Center Transit Center located in Woodland Hills-San Fernando Valley), rideshare matching services (transit vouchers), transportation demand management measures, and telecommunications facilities.
- Market Incentives – emissions-vehicle miles of travel (VMT) related fees and congestion pricing.

Caltrans studies indicate that there would be no significant effect on emissions within the study area once the project is completed.

\*(Grimmett, John. “Ending the Gridlock Los Angeles Downtown News [Los Angeles, CA 18 December 2000])

## **4-Environmental Evaluation**

#### **4. Environmental Evaluation**

An environmental scoping checklist was used to determine the impacts of the proposed project onto the project site and adjacent area. Possible impacts onto the physical, biological, social, or economic nature of the project area and vicinity are considered.

A field survey of the project site was conducted to determine whether the items on the following checklist have direct or cumulative impacts. An answer of "no" is entered in column one if it has been determined that no direct or cumulative impact exists. However, if a determination of "significant effect" has been made, an answer of "yes" is entered into column two. It should be noted that if a determination of no significant effect has been made and an answer of "no" is indicated in column one, an asterik\* signifies that there is further clarifying discussion found in the proceeding section entitled Discussion of Environmental Evaluation.

Technical studies were initiated to determine the impacts (if any), and the severity of impacts. The studies are available for review at:

CALTRANS  
Division of Environmental Planning  
120 South Spring Street Mail Stop-16  
Los Angeles, CA 90012

**The following is a list of technical reports prepared for the proposed project.**

Historic Property Survey Report, March 9, 2000

Negative Archaeological Survey Report, November 28, 1999

Geotechnical Report, March 6, 2000

Hydrology Report, January 25, 2000

Natural Environment Study, November 23, 1999

Noise Memorandum, February 29, 2000

Traffic Report, April 27, 2000

Air Quality Analysis, August 30, 2000

**ENVIRONMENTAL SIGNIFICANCE CHECKLIST**  
(07-LA-60-29.39)

This checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project would not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

<b>ENVIRONMENTAL SIGNIFICANCE CHECKLIST</b>			
		<b>YES OR NO BEFORE MITIGATION</b>	<b>IF YES, IS IT SIGNIFI- CANT AFTER MITIGATION</b>
<b>PHYSICAL - Will the proposal (either directly or indirectly):</b>			
1.	Appreciable changes the topography or ground surface relief features?	NO*	
2.	Destroy, cover, or modify any unique geologic or physical features?	NO	
3.	Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	NO	
4.	Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO*	
5.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO*	
6.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
7.	Result in an increase in the rate of use of any natural resource?	NO	
8.	Result in the substantial depletion of any nonrenewable resource?	NO	
9.	Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?	NO*	
10.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	
11.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
12.	Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO*	
13.	Result in the use of water in large amount or in a wasteful manner?	NO	
14.	Affect wetlands or riparian vegetation?	NO	
15.	Violate or be inconsistent with federal, state or local water quality standards?	NO	
16.	Result in changes in air movement, moisture or temperature, or any climatic conditions?	NO	
17.	Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO*	
18.	Result in the creation of objectionable odors?	NO*	
19.	Violate or be inconsistent with any federal, state or local air standards or control plans?	NO	
20.	Result in an increase in noise levels or vibration for adjoining areas?	NO*	
21.	Result in any federal, state or local noise criteria being equaled or exceeded?	NO*	
22.	Produce new light, glare or shadows?	NO*	



<b>ENVIRONMENTAL SIGNIFICANCE CHECKLIST</b>			
		<b>YES OR NO BEFORE MITIGATION</b>	<b>IF YES, IS IT SIGNIFI- CANT AFTER MITIGATION</b>
<b>BIOLOGICAL - Will the proposal (either directly or indirectly):</b>			
23.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	NO*	
24.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO	
25.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO	
26.	Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	NO	
27.	Removal or deterioration of existing fish or wildlife habitat?	NO	
28.	Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
29.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO	
30.	Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	NO	
31.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO	
<b>SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):</b>			
32.	Cause disruption of orderly planned development?	NO*	
33.	Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO*	
34.	Be inconsistent with a Coastal Zone Management Plan?	NO	
35.	Affect the location, distribution, density, or growth rate of the human population of an area?	NO	
36.	Affect lifestyles, or neighborhood character or stability?	NO	
37.	Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	NO*	
38.	Divide or disrupt an established community?	NO	
39.	Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	NO	
40.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	NO	
41.	Affect property values or the local tax base?	NO	
42.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	NO	
43.	Affect public utilities, or police, fire, emergency or other public services?	NO*	
44.	Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?	NO	

# ENVIRONMENTAL SIGNIFICANCE CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI- CANT AFTER MITIGATION
45.	Generate additional traffic?	NO*	
46.	Affect or be affected by existing parking facilities or result in demand for new parking?	NO	
47.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NO	
48.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?	NO	
49.	Result in alterations to waterborne, rail or air traffic?	NO	
50.	Support large commercial or residential development?	NO	
51.	Affect a significant archaeological or historic site, structure, object, or building?	NO*	
52.	Affect wild or scenic rivers or natural landmarks?	NO	
53.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO	
54.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	NO	
55.	Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?	NO	

## MANDATORY FINDINGS OF SIGNIFICANCE

56.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	NO	
57.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	
58.	Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	NO	
59.	Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	NO	

## **5-Discussion of Environmental Evaluation**

## 5.0 Discussion of Environmental Evaluation

The discussions in this section are based on technical studies conducted for the proposed project. These studies include:

- Architectural History Report
- Archaeological Report
- Geotechnical Report
- Hydrology Report
- Natural Science Report
- Physical (air, noise, energy) Report
- Traffic Report

### 5-5.1 CHANGES IN TOPOGRAPHY AND GROUND SURFACE RELIEF FEATURES (QUESTION 1)

The proposed project would require excavation and recompaction, contour grading and installation of utilities in the project area. There is a gradual increase in height towards the eastern section of the project area that results in approximately a 3.04 meters (ten feet) height difference at the eastern third portion of the project area.

**Measures to minimize harm:** Incorporation of physical design features for soil stabilization such as seeding or mulching, and or silt fences as temporary sediment control.

### 5-5.2 GEOLOGIC/SEISMIC HAZARDS (QUESTION 4)

The proposed project is located in a seismically active region of southern California. The intensity of ground shaking at any one place may vary, depending on magnitude of earthquake, the distance and the soil or rock properties along the path of seismic waves. Several active or potentially active faults cross or are located in close proximity to the project site. A fault is considered active by the State of California if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active if movement has occurred in the last 2 million years. A major fault that traverses through the Southern California area is the San Andreas. This project however would not increase the level of exposure to these geologic hazards. (Figure 4)

**Measures to minimize harm:** Construction of the project would adhere to Caltrans Guidelines and Standard Specifications for Seismic Zone A structures, which incorporates the latest use of seismic design and safety features.

### 5-5.3 EROSION EFFECTS (QUESTION 5)

The proposed project is bordered to the north by an earthen berm. The earthen berm consists of artificial fill and forms part of the eastbound SR-60 on-ramp. During construction Caltrans Best Management practices pertaining to soil erosion would be adhered to. This may involve a silt fence as a temporary sediment control measure.

**Measures to minimize harm:** When there is grading or grubbing activity any exposed soil would be wetted down to minimize dust and soil erosion caused by wind. If stockpiling is required when importing fill, temporary BMP's such as sheet cover to prevent erosion would be used. After completion of the project any exposed soil would be landscaped.



An oil/water separator is designed to remove free oil and grease from storm water runoff. This maintenance station BMP separates oil and water by allowing oil droplets to collide and coalesce to become larger globules that are captured in the separator. The separator consists of three compartments: a forebay, an oil separation cell, and an afterbay. The forebay is a cistern that traps and collects sediments. A central oil separation cell captures and holds oil. Vertical metal plates allow oil to migrate away from the storm water. The afterbay is designed to provide the storm water a relatively oil-free exit from the separator. The separator is inspected monthly and cleaned of deposits and debris as needed.

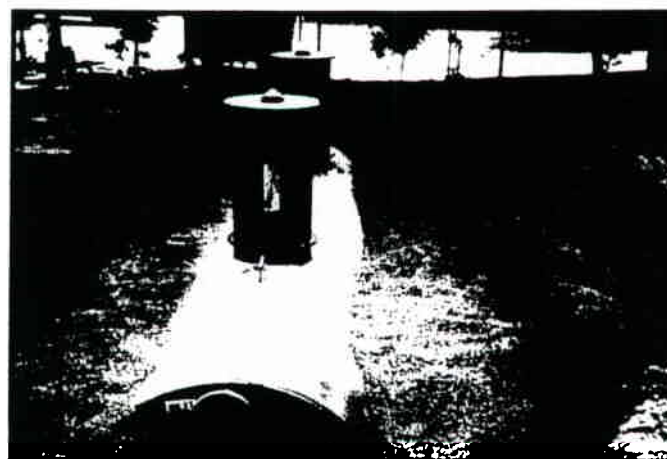
## Los Angeles



### Site Location:

#### Alameda Maintenance Station

Directions: I-10 to Alameda Street off ramp,  
1740 E. 15th Street (under I-10 bridge)



Oil/water separator during construction -  
before being placed underground

Figure 5-11



#### 5-5.4 HAZARDOUS WASTE (QUESTION 9)

An Initial Site Assessment (ISA) was conducted on the proposed site of the maintenance facility. The ISA includes a reconnaissance of the project area, a survey of existing and previous land uses and a database search of potential hazardous waste sites within the project vicinity. The results of the ISA indicate that the proposed project site is free from contaminants.

A recyclable oil storage container would be located at the maintenance station. This unit would be constructed in a vaulted manner, a container enclosed within a container to minimize the possibility of leakage. The refueling island would be constructed similar to that of a commercial gas station, with the exception that the gas would be stored in an elevated concrete tank. Fertilizers and pesticides would be stored in separate, secure storage areas, located away from the gas and oil storage sections.

A business plan (California Health and Safety Code § 25500-25541) for the facility would be approved by the local governing agency. This plan describes the location of materials stored in the facility and protocols for handling them in the event of an emergency. Buildings on site would also contain hazardous material placards to assist emergency personnel identify building contents.

**Measures to minimize harm:** In the event that hazardous wastes or materials are encountered during the project, necessary protocols would be implemented as defined in Chapter 6.5 (California Hazardous Waste Control Act), and Title 22, California Code of Regulations, Chapter 30 (Minimum Standards for Management of Hazardous and Extremely Hazardous Materials). A toll free number is also available for the California Department of Toxic Substances Control, 1-800-618-6942 to relay handling or disposal concerns. Necessary protocols also include the disposal and handling in accordance with Caltrans contingency plans.

#### 5-5.5 SURFACE WATER (Question 12)

The proposed project is not directly adjacent to any rivers or channels. The nearest known channel is Chino Creek, which is concrete-lined.

Upon construction, necessary precautions and procedures, outlined in Caltrans Best Management Practices (BMP) pertaining to the disposal of debris and activities affecting water quality would be adhered to. It is anticipated that implementation of these BMP's would further reduce possible impacts onto water quality. Further information pertaining to Caltrans's BMP's is also available at Caltrans's Web Page ([www.dot.ca.gov/hq/env/stormwater/index.htm](http://www.dot.ca.gov/hq/env/stormwater/index.htm)). Refer to the section heading Program Implementation. A Notification of Construction Application through the Regional Water Quality Control Board is also anticipated for construction activities exceeding 1 acre after March 10, 2003.

**Measures to minimize harm:** In addition to adhering to Caltrans BMP's, the projects plans and specifications include a Storm Water Management Plan (SWMP) and Storm Water Pollution Prevention Plan (SWPPP) which regulates the disposal of runoff. Runoff types involve water and oil from wash racks and rainwater from the building. According to these measures water and oil from the wash racks would be sent through a special unit (oil/water separator), which separates the water from the oil before it is discharged. Rainwater from the building would be discharged from a separate drain. The special unit would be inspected monthly and cleaned of deposits and debris as needed. These two measures minimize the potential for contaminants to enter the drainage and would be implemented during final design (Figure 5-11).

# Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (120 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> ) <sup>8</sup>	Same as Primary Standard	Edgewise Chemiluminescence
	8 Hour	—		0.08 ppm (157 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 µg/m <sup>3</sup>	Size Selective Inlet Sampler ARB Method P (8/22/85)	—	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 µg/m <sup>3</sup>		150 µg/m <sup>3</sup>		
	Annual Arithmetic Mean	—		50 µg/m <sup>3</sup>		
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	—	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		—		
Lead	30 days average	1.5 µg/m <sup>3</sup>	AIHL Method 54 (12/74) Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m <sup>3</sup>	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	—	Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	—	Pararosaniline
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		—	—	
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer—visibility of ten miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18/89).		No Federal Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Turbidimetric Barium Sulfate-AIHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Cadmium Hydroxide STRactan			

See footnotes on next page...

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM<sub>10</sub>, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

In addition, Section 70200.5 lists vinyl chloride (chloroethene) under "Ambient Air Quality Standards for Hazardous Substances." In 1978, the California Air Resources Board (ARB) adopted the vinyl chloride standard of 0.010 ppm (26 µg/m<sup>3</sup>) averaged over a 24-hour period and measured by gas chromatography. The standard notes that vinyl chloride is a "known human and animal carcinogen" and that "low-level effects are undefined, but are potentially serious. Level is not a threshold level and does not necessarily protect against harm. Level specified is lowest level at which violation can be reliably detected by the method specified. Ambient concentrations at or above the standard constitute an endangerment to the health of the public."

In 1990, the ARB identified vinyl chloride as a Toxic Air Contaminant and determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.

2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For PM<sub>2.5</sub>, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1.013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. New federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. The federal 1-hour ozone standard continues to apply in areas that violated the standard. Contact U.S. EPA for further clarification and current federal policies.

### 5-5.6 AIR (QUESTION 17)

The proposed project is already in a Federal non-attainment area for ozone, carbon monoxide, and for respirable 10-micron diameter particulate matter (PM-10). Air quality analysis indicates that the proposed project would not have an adverse effect on existing and future pollutant levels.

Review of the proposed project to ascertain whether a CO Hotspot Analysis is required concludes that the project would not have a significant affect on existing localized CO standards within the area. This is attributed to the minimal amount of vehicle trips that would be generated by the maintenance station. Furthermore, the existing LOS at the intersection (Market Place and Garey Avenue) affected by the project would not deteriorate beyond a LOS of D, which meets SCAQMD criteria for not warranting a CO Hot Spot Analysis.

In addition to the low LOS at the intersection of Garey Avenue and Market Place, the project would have a small fleet of approximately 70 maintenance vehicles. This is smaller than the Newhall Station (95 vehicles) and Century Station (200 vehicles). A CO analysis of the Century Station based on a fleet of 200 maintenance vehicles yield CO levels below Federal and State Standards for 1989, 1990, and 1991 (See Table ). For the proposed Pomona Maintenance Station we can infer that because of a smaller fleet of maintenance vehicles, less than half of Century's fleet and continued advancements in emission reduction technology (catalytic converter), CO levels would be much lower and within current Federal and State thresholds (Ambient Air Quality Table ).

A PM<sub>10</sub> Hotspot Analysis was conducted for the proposed project. The results indicate that PM<sub>10</sub> would not increase significantly within the project area. Air quality readings were taken from the nearest Air Quality Monitoring Station designed to measure PM<sub>10</sub> levels. Measurements were taken from the Azusa (northwest of Pomona) Station for the period of 1997-1999. The findings indicate readings within the threshold of State and Federal Standards (Ambient Air Quality Table ) and that the project does not contribute to new localized PM<sub>10</sub> violations.

However, measures would be taken to minimize PM<sub>10</sub> (dust) generated during construction, which is discussed in the measures to minimize harm section following this discussion.

#### **Worst Case Scenario for CO Concentrations Century Maintenance Station**

<i>1 Hour</i> Year	CO Values (ppm)	<i>1-Hours</i> Federal*/State Standard (ppm)	<i>8 Hour</i> CO Values (ppm)	<i>8-Hour</i> Federal/State Standard (ppm)
1991	9.0	35.0/20.0	4.3	9.0/9.0
1990	10.0	35.0/20.0	5.0	9.0/9.0
1989	10.0	35.0/20.0	4.1	9.0/9.0

\*Federal 1 Hour Standard is now 35 parts per million (ppm)

~Data from Initial Study Newhall Maintenance Station, available at Office of Environmental Planning

The proposed Pomona Maintenance Station is a HA-12 project where funding is provided with state only dollars and will not involve federal participation; either federal sign-offs, or permits. Because of this project's nature, it requires inclusion in the Regional Transportation Plan (RTIP), a long term vision document that outlines transportation goals, objectives, and policies for the SCAG

region. And since it does require inclusion in the RTIP, the proposed project is subject to Air Quality Conformity under the Clean Air Act Amendment of 1990 (CAAAAs).

The proposed project is listed in SCAG's RTIP for the Fiscal Year 2000/2001-2005/2006 under "Lump Sum at Various Locations in Los Angeles County-Operations Projects". Federal approval of the RTIP is October 2000, thus conforming to the CAAAs of 1990.

**Measures to minimize harm:** To minimize the amount of construction dust generated, and because the project is in a Federal PM-10 non-attainment area; all of the following fugitive dust measures (taken from SCAQMD Rule 403) related to construction activities would be followed:

**Measures to minimize harm:**

*Site Preparation*

- Minimize Land Disturbances
- Use watering trucks to minimize dust
- Cover trucks when hauling dirt
- Stabilize the surface of dirt piles, if not removed immediately
- Use windbreaks to prevent accidental dust migration
- Limit vehicular paths and stabilize temporary roads
- Pave all unpaved construction roads and parking areas to road grade for a length no less than 15.24 meters (50 feet) where such roads and parking areas exit the construction site to prevent dirt from washing unto paved roadway.

*During Construction*

- Cover Trucks when transferring or hauling materials
- Use dust suppressants on traveled paths which are not paved
- Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (an alternative to this is to pave a few hundred feet of the exit road, just before entering the public road)

*Post Construction*

- Revegetate any disturbed land not used for the project
- Remove unused material expeditiously
- Remove dirt piles promptly

In an effort to improve air quality and reduce NO<sub>x</sub> emissions Caltrans (Division of Construction) is also piloting a Contractor Off-Road Diesel Equipment Emission Reduction Program on a variety of projects around the State. The pilot projects will include incentives for the contractor to use cleaner off-road diesel equipment. Caltrans (Division of Construction) supports this pilot program that encourages our industry partners to participate in clean air efforts. Additional criteria will determine whether the proposed project is eligible for this clean-burning diesel engine incentive.



### 5-5.7 ODORS (QUESTION 18)

The proposed project would not cause any odors. The only exception would be the temporary odors of asphalt associated with paving during construction.

**Measures to minimize harm:** None required.

### 5-5.8 NOISE LEVELS (QUESTION 20)

Land use within the project area is commercial/retail. The potential for traffic noise impacts on the sensitive receptors due to the proposed project is minimal. Noise levels generated from the facility would be sporadic and dispersed, and would not increase the ambient noise level. The noise generated by maintenance vehicles, such as engine idling, would be temporary because of their short duration on site. Maintenance vehicles would leave the facility at different times in the morning to service the freeways and will regress in the late afternoon. On the whole the proposed project does not generate enough truck traffic within the project area to affect any sensitive noise receptors.

Construction of the maintenance facility would generate increased noise levels. This effect would be short-term as long as construction activities are in compliance with city regulations.

**Measures to minimize harm:** Buildings and walls at the project site would be used as shields to minimize noise exposure. Maintenance of vehicles would be serviced in enclosed areas. Construction activities related to the proposed project would be limited to the hours of 7:00 a.m. and 7:00 p.m. as specified in the City of Pomona Noise Ordinance. Section 14.9-7 of the Pomona City Code also restricts construction work on a Sunday and federal holidays.

Adjacent to the project site is the Market Place and Texaco Service Station and corresponding parking lots. Currently noise abatement is not considered reasonable for commercial areas or for parking lots.

#### 5-5.8.1 NOISE CRITERIA BEING EQUALED OR EXCEEDED (QUESTION 21)

Type I projects include those that have the potential to increase traffic noise at adjacent receivers (Title 23, U.S. Code of Federal Regulations, Part 772). Examples of Type I projects include: the addition of an interchange ramp, HOV or auxiliary lane to an existing highway. The proposed project is not classified as a type I project. Noise impacted sites are those locations where highway traffic noise would substantially impair the land use category. The frequent human use of areas such as parking lots, bikeways, and golf courses is generally transitory in nature and these areas are not considered "impacted".

**Measures to minimize harm:** Buildings and walls at the project site would be used as shields to minimize noise exposure. The proposed project includes enclosed equipment bays and storage areas. Maintenance of vehicles would be confined to enclosed areas.

#### 5-5.8.2 PRODUCE NEW LIGHT, GLARE OR SHADOWS (QUESTION 22)

There are no residential uses located adjacent to the project site. Residential uses are generally considered to be more sensitive to nighttime lighting than non-residential uses. Lighting for the proposed project would meet Caltrans standards to ensure motorist safety.

Glare is the result of sharply reflected light caused by sunlight or artificial light reflecting off of highly finished surfaces. The proposed project is a low profile building whose exterior consists of materials with poor reflectivity.

Shadow impacts would be minimal since the proposed project is a low profile building.

**Measures to minimize harm:** Caltrans compliance with California Vehicle Code §21466.5 (Light Impairing Drivers Vision), dated January 2001. Use building materials that are not reflective such as concrete, stucco, or masonry.

### 5-5.9 DIVERSITY OF SPECIES AND PLANTS (QUESTION 23)

The project site contains a stand of five mature Eucalyptus trees on the northwest portion of the project area. Due to the location of these trees, project implementation would not warrant their removal and poses no threat to these trees. The trees would be incorporated into current landscaping plans for the proposed project site. A detailed landscape plan indicating the type of groundcover and trees (species, size, and number) and their placements will be provided at a future date. The City of Pomona will be invited to participate in the design plan.

**Measures to minimize harm:** Grading and grubbing activities would avoid the trees. Replacement with identical trees would be expensive. The trees also serve to enhance the landscaping once the project is completed and should be integrated into the landscape plans.

There have been historical sightings of Killdeer (*Charadrius vociferus*), a type of shore bird. These birds can be found nesting on gravel roads, mudflats and many other places. Their diets consist of small insects and marine animals from the shoreline or grasslands. Two distinct characteristics of the Killdeer are their vocal call and dance. Killdeer are named after their call which sounds like, "kill-deer, kill-deer". The broken wing dance that the killdeer perform occurs when intruders approach the nest or young. This bird is not listed as threatened or endangered.

**Measures to minimize harm:** These birds generally nest between March 1st and July 1st. Construction activities are limited outside of this nesting season. However, if construction activities must occur anytime during nesting, then a pre-construction biology survey to determine the presence or absence of nesting birds is required. Another pre-construction survey of the project site and surrounding area must also be conducted.

#### **Invasive Plant Species**

An ongoing mission of Caltrans is to be a good steward of our natural environment. Caltrans seeks to achieve this goal by restricting the use of non-native plant materials in highway landscaping projects. Achieving this end result is complicated by the fact that the inherent nature of transportation systems facilitates the spread of plant species outside their natural range. To ensure the protection of natural communities on and off the state highways Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive plant species. President Clinton also addresses this concern on a national front with Executive Order 13112 signed on February 3, 1999.

Under the Executive Order Federal Agencies cannot authorize, fund or carry out actions that it believes will introduce the spread of invasive plant species that would have associated economic, human health, and ecological impacts. To this effect federal-aid and federal highway program funds may not be used to purposely include known invasive species. Appendix D contains a list of

non-native plant species that should not be used in highway landscaping and a California Department of Agriculture's Noxious Weed list which should be used as a guide when selecting plantings to prevent potential adverse effects on native ecosystems.

**Measures to minimize harm:** Landscape with native plant species to inhibit the spread of noxious weeds downstream at Prado Basin. Verify plantings to ensure that plant materials are not on the California Noxious Weed List from the California Department of Food and Agriculture, Plant Pests Diagnostic Branch.

## **5-6.0 CAUSE DISRUPTIONS OF PLANNED DEVELOPMENT (QUESTION 32)**

The proposed project is consistent with Pomona's general land use plan map dated June 19, 2000. The General Plan designates the area as General Commercial while the site is zoned C-4 (Highway Commercial). The proposed project is compatible with the area's land use under Pomona City Code § .370-.373 because it provides a service to motorists who utilize the freeway arteries within the area. The maintenance facility's role is to preserve the integrity of the highway network for the motoring public, including those motorists that originate from within the City of Pomona. Consistent with the adjacent land use, elements of the maintenance station will also reflect the "Mission Revival" architectural style present at the Market Place. This, in addition to landscaped setbacks, would provide cohesion between the Market Place and the proposed maintenance station. Once the specific architectural and landscape plans become available the City of Pomona and its citizens are invited to comment on the design.

The City of Pomona has expressed concerns about traffic conflicts with the regional shopping center (scoping session on March 14, 2000 and recent meeting on October 26, 2000 at Pomona City Hall). A comprehensive analysis of traffic impacts to the regional shopping center determines that the proposed project would not deteriorate traffic conditions beyond a level of service (LOS) B or C and meets County of Los Angeles Traffic analysis impact guidelines. The option recommended, to minimize traffic concerns towards the Market Place is Option 3, driveway placement on the southern and western side of the property (See Traffic Question 45).

**Measures to minimize harm:** Design an aesthetically pleasing maintenance station consistent with the architectural theme of the adjacent buildings at Market Place. Provide a sufficient amount of landscaping consistent to the City of Pomona's streetscape guidelines. Incorporate an alternate driveway for maintenance station access

### **5-6.0.1 INCONSISTENT WITH ELEMENTS OF ADOPTED COMMUNITY PLANS (QUESTION 33)**

The proposed project is consistent with elements of adopted community plans, specifically landscaping policy and programs as stipulated on page 72 (landscaping), Pomona's General Plan.

**Measures to minimize harm:** The proposed project will incorporate elements such as landscaped setbacks, the planting of trees and shrubs, including landscaped mounds. Landscaping design will also be guided by § .503-J landscaping/irrigation. The project's architectural theme will be consistent to that of the nearby Market Place development. The project is also consistent to the California Urban Strategy.

### 5-6.1 AFFECT MINORITY OR SPECIAL INTEREST GROUPS (QUESTION 37)

The demographics for the proposed Pomona Maintenance Station were examined in accordance to Executive Order 12898 (signed by William Jefferson Clinton on February 11, 1994). Executive Order 12898 addresses issues related to low-income\* and minority populations\*. It requires the assessment of disproportionately high and adverse impacts upon minority and low-income populations resulting from proposed federal actions.

Based on the profile and demographics in the project area (Section 3-3.5), no minority or low-income populations have been identified that would be adversely affected by the proposed project under Executive Order 12898. The proposed project is located in a commercial/highway area. It is not located near a residential neighborhood and would not result in the displacement of housing or residential population.

### 5-6.2 PUBLIC SERVICES (QUESTION 43)

At the present time no public utilities (water, sewer, gas, telephone, or electricity) are available at the project site. New connections to the city's public utilities would be required for the Pomona Maintenance Station. Arrangements would have to be made with the Southern California Gas Company (gas), Southern California Edison Company (electricity), General Telephone, water supply/treatment (City of Pomona), Los Angeles County Flood Control District (storm drain), and solid waste disposal (City of Pomona, Public Works Department).

**Measures to minimize harm:** Excavations on or near Garey Avenue or Market Place to extend utility lines would be scheduled to minimize traffic disruptions. Traffic disruptions that occur would be only temporary in nature, and scheduled utility work would be regulated by applicable local ordinances. Scheduled utility work will be outside of the a.m. and p.m. hours 7 a.m. to 8 a.m. and 3:15 p.m. to 4:15 p.m.

### 5-6.3 TRAFFIC (QUESTION 45)

It is estimated that the proposed Pomona Maintenance Station would generate between 25 to 30 daily vehicle trips per day (VTD). This is considered to be fairly light and would not have a substantial impact on existing or future operations of local streets (Garey Avenue and Market Place). No anticipated lane closures are expected on the freeway. Surface streets adjacent to the project site may require minimal traffic disruptions for utility work. (See Public Services Question 43)

The following tables show the Levels of Service (LOS) for the intersection, Garey Avenue at Market Place for the morning and afternoon peak hours and forecasts traffic conditions based on driveway placement. The LOS is affected based on the absence or presence of the project. Traffic conditions are forecasted with the project and without the project. Where there is a LOS of B or C it is considered acceptable and does not require traffic mitigation in accordance to the County of Los Angeles Department of Public Works, Traffic Impact Analysis Report Guidelines dated January 1, 1997.

\*Low Income-Defined by the Department of Health and Human Services \$17,050 for a family of 4 (January 2000).

\*Minority-person who is Black (having origins in any of the black racial groups of Africa), Hispanic (Of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands, American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural affiliation or community recognition).

## Level of Service Tables

### Driveway South

A.M. Peak Hour

Intersection	2000	2005 without Project	2005 with Project	2025 without Project	2025 with Project
Garey Avenue at Market Place	A	A	A	C	C
Market Place at Driveway-South	A	A	A	A	A

### Driveway South

P.M. Peak Hour

Intersection	2000	2005 without Project	2005 with Project	2025 without Project	2025 with Project
Garey Avenue at Market Place	A	A	A	B	B
Garey Avenue at Driveway-South	A	A	A	A	A

### Driveway West

AM Peak Hour

Intersection	2000	2005 without Project	2005 with Project	2025 without Project	2025 with Project
Garey Avenue at Market Place	A	A	A	B	B
Garey Avenue at Driveway-West	A	A	A	A	B

### Driveway West

P.M. Peak Hour

Intersection	2000	2005 without Project	2005 with Project	2025 without Project	2025 with Project
Garey Avenue at Market Place	A	A	A	B	B
Market Place at Driveway-West	A	A	A	A	A

In order to access the proposed Pomona Maintenance Station, there are two possibilities for driveway placement, either from the western side of Garey Avenue or the southern side at Market Place. The option to be determined feasible is dependent upon safety, traffic, and easement factors.



These recommendations were derived only after an extensive analysis of the three options of driveway placement within the project site.

- Option One: Driveway Placement on the Property's south side at Market Place.

It was determined that access to the property was more feasible on the south side (Alternative 2). Traffic volumes on Market Place is a lot lighter and travel speeds are slower than on Garey Avenue which makes for a safer ingress/egress out of the proposed Pomona Maintenance Station.

- Option Two: Driveway Placement on the Property's south (Market Place) and west side (Garey Avenue)

Primary access to the property would continue to consist of entry from Market Place with secondary access through Garey Avenue when traffic conditions permit. Access from Garey Avenue would only be for northbound vehicles with right turns into and right turns out of the property.

- Option Three: Driveway Placement at the Property's west side at Garey Avenue with limited access driveway at Market Place.

Primary access would consist of left turn in/out from Market Place left-turn pocket (median break would be required at Garey Avenue) and right turn into/out of the Maintenance Station from Garey Avenue. Alternate access from Market Place (Option 1) would be restricted to emergency situations when access is not attainable on Garey Avenue. This access point on Market Place is subject to an easement agreement.

#### **Measures to minimize harm:**

- Provide an eastbound left-turn lane on Market Place. This would allow maintenance crews access to the south driveway on Market Place.
- Post a stop sign at the maintenance station exit.
- Restripe of the lanes at Market Place to increase visibility.
- Provide adequate lighting at the south driveway at Market Place.
- Taper at the Garey Avenue entrance to improve sight distance and enhance site access.

#### **5-6.4 HISTORIC/ARCHAEOLOGICAL (QUESTION 51)**

There are no known archaeological or cultural resources within the project site. A Negative Archaeological Survey Report was completed. Despite this report care must still be exercised at the project site throughout the construction period.

**Measures to minimize harm:** If cultural materials are discovered, all construction related activity ceases. A Caltrans District 7 archaeologist must then be notified to mitigate impacts to the resource and evaluate the nature and significance of the find (Caltrans Environmental Handbook 1991, Volume 2, Chapter 1). Once this step is taken, construction may resume only after the approval of a Caltrans Archaeologist.



## **6-Consultation and Coordination**

## 6.0 Consultation and Coordination (Scoping Process)

California Environmental Quality Act (CEQA) and National Environmental Quality Act (NEPA) regulations do not require an Initial Study (IS) to include formal scoping procedures. However, scoping efforts were undertaken to comply with federal and state guidelines to ensure early consultation for projects. To obtain the concerns of appropriate local, state, and federal agencies, a public outreach was made.

Scoping to solicit comments and opinions for the proposed project were communicated through various channels. They consist of letters (dated February 14, 2000) to elected officials and government agencies and placement of advertisements in various community newspapers. A scoping notice was published in *La Opinion* and *La Voz* (dated February 17, 2000), *The Inland Valley Daily Bulletin*, and *The Westside Story* (dated February 16, 2000).

Comments were received from Citizens of Pomona, City of Pomona, and the City of Chino Hills. Comments were received until March 20, 2000.

### ***Summary of Responses***

#### **Comments received during this scoping period from Public Agencies**

##### *United States Department of the Interior Fish and Wildlife Service*

- Concerns about potential impacts downstream to water quality and riparian habitat near Prado Basin, south of the project site

##### *City of Chino Hills*

- Concerns about building aesthetics
- Suggest that there be a sufficient amount of landscaping
- Request that the maintenance station includes a public lobby area for citizens to file highway related complaints

##### *City of Pomona*

- Concerns about conflict with General Plan Map.
- Concerned about traffic conflicts.
- Concerns about aesthetic impacts.

#### **Comments received during this scoping period from Citizens of Pomona**

- Concern about conflict with neighboring land uses.
- Concerns that project affects local businesses.
- Concerns about conflict with Pomona's "Livable Community Project".
- Landscaping concern.
- Additional truck traffic on Garey Avenue.





## **6.1-Written Comments and Responses**

## **6.1 Written Comments and Responses**

A total of five comment letters were received during the comment period. Copies of the letters and the responses to the comments made are provided in the following pages. Comments were received from the following:

- United States Department of the Interior - Fish and Wildlife Service
- City of Chino
- City of Pomona
- Carrie Baker
- Virginia Madrigal (President, Action)



United States Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
Carlsbad Fish and Wildlife Office  
2730 Loker Avenue West  
Carlsbad, California 92008



MAR 24 2000

Ronald J. Kosinski  
Chief, Office of Environmental Planning  
120 South Spring Street  
Los Angeles, California 90012

Re: Notice of Scoping for Proposed Pomona Maintenance Station, Los Angeles County, California

Dear Mr. Kosinski:

We have reviewed the notice of scoping and request for comments dated February 14, 2000, for the proposed Pomona Maintenance Station in Los Angeles County, California. The project location is adjacent to the junction of State Routes 60 and 71 just north of the boundary between San Bernardino and Los Angeles counties. The proposed project is the replacement of two outdated facilities with a centralized maintenance facility and work space. Based on aerial photographs in our office, the site is largely developed with minimal vegetation. Chino Creek is culverted adjacent to the site and does not appear to support vegetation.

Although we do not anticipate listed species to be present on site, the federally endangered least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii eximius*) occupy riparian habitat downstream at Prado Basin. Because Chino Creek flows into Prado Basin, we are concerned about potential impacts to water quality from the proposed project. However, these impacts can be avoided with the implementation of best management practices (BMPs), including the fueling of equipment and disposal of waste away from Chino Creek. We also encourage Caltrans to landscape the site with appropriate native vegetation to reduce the spread of exotic vegetation downstream. To demonstrate that adverse effects to listed species are being avoided, we request that a copy of the BMPs and landscaping plan be forwarded to our office for review.

We appreciate this opportunity to comment on this notice of scoping. If you have any questions concerning this letter, please contact the Annie Hoecker of my staff at (760) 431-9440.

Sincerely,

Jim A. Bartel  
Assistant Field Supervisor



## CITY OF CHINO HILLS

2001 GRAND AVENUE  
CHINO HILLS, CALIFORNIA 91709-4869  
(909) 364-2600 • (909) 364-2695 FAX

CITY COUNCIL  
ED M. GARNER  
GARY G. LUGAN  
GWYN E. NORTON  
JAMES S. THOMAS  
MICHAEL G. WILSON

March 7, 2000

Mr. Ronald J. Kosinski  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

Subject: Notice of Scoping/Initiation of Studies for the Proposed Pomona Maintenance Station at the Southeast Quadrant of State Routes 60 and 71

Dear Mr. Kosinski:

This is in response to your letter to the City of Chino Hills requesting comments on the proposed Pomona Maintenance Station. It is our understanding that the new facility will replace two (2) existing, outdated maintenance facilities. As such, you indicate that the consolidation will assist the District in streamlining its field operations.

We would like to encourage the District to move quickly in developing the new maintenance station. Further, we would like to request that the station include a public lobby area where citizens may file any complaints that they may have about maintenance of the freeways.

The maintenance facility should be designed and constructed such that it would be a positive addition to the area. In this regard, we would like to suggest that it be sufficiently landscaped and architecturally enhanced. Once you have developed plans for the property, please send us a copy for our review and comment.

Thank you for the opportunity to comment at the initiation of your planning and environmental process. If you have any questions about the City's comments or suggestions, please contact Tina Ryder, Senior Planner at (909) 364-2754.

Sincerely,

Douglas N. La Belle  
City Manager

cc: Winston Ward, Interim Community Development Director  
Jeff Adams, City Planner

Department of Economic Development  
William L. Boer  
Director

# THE CITY OF POMONA

Planning Division



March 14, 2000

Ronald J. Kosinski  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

Re: Notice of Scoping/Initiation of Studies for proposed Pomona maintenance station

Dear Mr. Kosinski:

Thank you for your letter of February 14, 2000 informing of us the above project. We would like to comment on the proposed project, its General Plan designation, and relation to adjacent uses.

The proposed site is within an area designated on the General Plan map as General Commercial. General Commercial uses include retail business areas in strip developments and major retail centers. The nature of the proposed maintenance station conflicts with uses included under the General Plan land use designation.

The site borders on a C-4 highway commercial zone adjacent to the south. This commercial site is a regional shopping center that is presently developed with several large businesses including Circuit City, Office Max, and Toys R Us. A service station is located on the northwest corner of the commercial site. The proposed project would create traffic conflicts with the commercial uses and cause aesthetic impacts on the adjacent development.

Because of the potential traffic and aesthetic impacts, a public hearing on the proposed project would be helpful.

Please keep us informed on the progress of this project. We would also like to be placed on the mailing list for the Initial Study and Negative Declaration. If you have any questions concerning these comments, please call Sandra Campbell at 909 624-4794.

Sincerely,

*Candida Neal*  
Candida Neal, AICP  
Planning and Development Services Manager

Planning Division  
City Hall, 505 So. Garey Ave., Box 660, Pomona, CA 91769  
(909) 620-2191, Fax (909) 664-2162

TOTN 3 27



Mr Ronald Kosinski  
Chief Author of Env. Planning  
(07-LA-60-29.39)  
Caltrans  
120 S Spring Street  
Los Angeles, Ca 90012

re: 60 Freeway / 71 Expressway interchange  
Proposed Caltrans Maintenance yard

Dear Sir,

I was quite concerned to hear of the proposed Caltrans Maintenance Yard, and wondered why it was not initially communicated to me when I started my communications with Caltrans last August. This initial communications were arranged thru Assemblywoman Soto's office. Our last communication with Caltrans, February 2000, was again responded with the statement that No funding was available to landscape the area for atleast a "few years." That letter also, never stated that Caltrans had plans to create a Maintenance yard at the interchange.

Among the reasons for my opposition, are the facts that the surrounding area is residential, and commercial, it is not an industrial area. We have, as a community, fought a long battle to improve the surrounding area and have finally a Livable Community Project being sponsored by the City of Pomona. This project is to benefit the residents and businesses in the South Pomona area. This is a primary entrance to our city, and I believe that Caltrans Maintenance Yard, would not enhance our neighborhood.

Sincerely

*Carrie Baker*  
Carrie Baker  
Resident

March 15, 2000

Mr. Ronald Kosinski, Chief  
Office of Environmental Planning (07-LA-60-29.39)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

RE: PROPOSED MAINTENANCE FACILITY (SR 60/SR 71 INTERCHANGE)

Dear Mr. Kosinski:

As representative for the community group Action, this letter is in regard to your proposed Caltrans maintenance facility in the City of Pomona, at the junction of SR 60 and SR 71, and our opposition to the same. Our reasons for our opposition are as follows:

- This is a residential and commercial area. The proposed maintenance facility would be better suited in an industrial area.
- This is already a heavily traveled intersection, and does not need additional truck traffic.
- We have requested landscaping in and around the area surrounding the proposed maintenance facility in the last year since the completion of the work by Caltrans on the interchange. We have been told that no monies were allocated for the landscaping. At no time during these discussions were we informed that Caltrans was considering using the vacant land for a maintenance facility.
- The residents of the surrounding area and the City of Pomona have recently been working on a Liveable Community Project which would enhance the surrounding area, bringing many benefits to the residents of the community at hand.
- Lastly, and most certainly not least, this would have an adverse effect on the businesses located in the Market Place, as well as an impact on surrounding businesses as well.

I appreciate your time in giving your consideration to our concerns. We are open to discussing these with you. I may be contacted at the address and telephone number listed below.

Very truly yours,



Virginia Madrigal, President/ Action  
819 Diana Avenue  
Pomona, CA 91766  
(909) 627-4450

## **6.2-Public Comment & Review Period**

## **6.2 Public Comment and Review Period**

Caltrans began public circulation of the Initial Study on April 19, 2001. Responsible agencies, review agencies, elected officials, and interested individuals were sent copies of the environmental document for comment and review. The mailing list consists of agencies (federal and state), elected officials (federal, state, and county level), and concerned citizens (Appendix A). In addition to notifying these parties, ads were placed in the following general circulation papers:

- The Westside Story
- La Voz
- La Opinión

The general public was also given the opportunity to comment on the Initial Study. Copies of the Initial Study were made available at the Pomona Central Public Library for public review and comment. The public comment period officially closed on June 11, 2001. A total of 6 letters were received. They are documented in Section 6.3.

## **6.3-Comments & Responses**



## **6.3 Comments and Responses**

A total of 6 letters were received during the comment period. Copies of the letters and responses to the comments raised are provided on the following pages. Comments were received from the following:

- City of Pomona
- City of Chino Hills
- Southern California Association of Governments
- Governor's Office of Planning and Research, State Clearinghouse
- Carrie Baker
- Virginia Madrigal

**Response to City of Pomona**  
(Please see following page)

THE CITY OF  
**POMONA**  
Planning Division

Ms. LEE VALDENIA FUERTI  
Planning Director  
Planning Division Department



May 21, 2001

Mr. Ronald Kosinski  
Deputy District Director  
Caltrans Division of Environmental Planning (D.A. 60-PM 20-39)  
120 South Spring Street  
Los Angeles, CA 90012

**Subject: Draft Initial Study (IS) and Negative Declaration (ND) for Proposed  
Pomona Maintenance Station Project**

Dear Mr. Kosinski:

The City of Pomona recognizes the need to replace the existing Caltrans facility at Mission Boulevard and Route 71 and welcomed the opportunity to review the Initial Study and Negative Declaration for the Proposed Pomona Maintenance Station Project.

Unfortunately, our review of the Draft IS/ND has left us with a number of questions and concerns regarding the Proposed Pomona Maintenance Station Project. We do not believe the document adequately describes the project, explains the project alternatives or evaluates all potentially significant impacts. Our specific areas of concern are outlined in the attached comments.

Thank you for the opportunity to review and comment on this project. We look forward to working with Caltrans to ensure that the best possible project is constructed.

Sincerely,

Candula Neal, MFP  
Planning and Development Services Manager

Attachment

1. Comments, Development Planning, Major Planning Staff, South San Joaquin Valley

COPY TO: LARRY A. C. BOWEN, Planning Division  
CITY OF POMONA, CALIFORNIA

COMMENTS ON THE INITIAL STUDY AND NEGATIVE DECLARATION FOR THE  
PROPOSED POMONA MAINTENANCE STATION

**Comment 1 – Use of a Negative Declaration for CEQA Compliance (Negative Declaration)**  
A mitigated negative declaration, rather than a negative declaration, would be the more appropriate document for CEQA compliance to ensure that all potential environmental impacts will be appropriately mitigated. A review of the document indicates that the project could negatively impact land use, public facilities such as roads, and aesthetics. The mitigation measures required in a mitigated negative declaration could eliminate these impacts or reduce them to below a level of significance.

**Comment 2 – Project Description – Project Features (pp. 4-5)**  
The project description lacks the detail necessary for a thorough evaluation of the impacts on land use, traffic or aesthetics. No architectural drawings, site plan, or conceptual landscape plan are provided. Without these drawings, it is not possible for either decision-makers or the public to identify project impacts and assess their level of significance.

**Comment 3 – Project Alternatives (pp. 5-8)**  
This section does not provide decision-makers or members of the public with sufficient information for determining whether it would be prudent to support Alternative 6 (Recommended Pomona Maintenance Station) as the preferred alternative.

- Information on the existing site in Diamond Bar is especially incomplete. The location of the site is not identified nor is its size. The document does state that the space at the Diamond Bar site is limited; however, it fails to take into account the fact that, as we have been informed by Caltrans staff, the Diamond Bar site consists of more than 5 acres and is actually larger than the 4.6-acre Preferred Alternative site. Also ignored in evaluating the various sites is the fact that the Preferred Alternative site is triangular, which would considerably limit usable space.
- The analysis does not describe the service areas of the existing Diamond Bar and Pomona Maintenance Facilities. As a result, it is not possible to determine if the proposed alternative is centrally located.

**Comment 4 – Affected Environment – Maps (Figures 3-7, 3-9, and 3-II)**  
The maps in this section do not accurately identify the project site. As it is currently depicted, the site appears to be several miles away from its actual location.

**Comment 5 – Affected Environment – Accuracy of Information (pp. 9-16)**  
Information in the following sections is either inaccurate or not current.

- p. 9 Introduction. Description of the land uses in the City should include industrial land uses. Pomona has several large areas of industrial land uses within the City.
- p. 9 Seismicity. The Chino Fault appears to be closer than the 4 miles described in the text.
- p. 10 Land Use. The site is designated General Commercial on the General Plan Land Use Map and is zoned C-4 Highway Commercial.

Response to Comment 1: The final CEQA document is a Mitigated Negative Declaration. Mitigation measures discussed in the Environmental Evaluation Section, Negative Declaration Section, under Mitigation Summary, and also in the Mitigation and Monitoring Reporting Program shall reduce all potentially significant impacts to a level of insignificance. The areas of concern are primarily land use, public facilities, and traffic. Once all feasible engineering design concepts are implemented, effects to the surrounding environment will be at a minimum. Caltrans will continue an open dialogue with the City of Pomona to ensure that Caltrans needs and Pomona's concerns are mutually satisfied. Project elements were discussed with the City of Pomona and the public on June 28, 2001, at Pomona City Hall to solicit comments on design elements. In addition, Caltrans will continue to keep Pomona, interested parties, and individuals apprised of project design elements as it progresses.

Response to Comment 2: During draft environmental document circulation, more detailed conceptual landscape, site, and architectural plans were to all interested parties. After local input, these landscape, site, and architectural plans have since been incorporated into the final document. These conceptual plans are depicted in Figure 2-4.1. The plans detail elements such as the overall appearance of the maintenance station, on site building layout, and landscape treatment.

Response to Comment 3: Change completed, location of the Diamond Bar Maintenance Station is located at the south side of the State Route 57/60 Interchange. The Diamond Bar Station's address is 21420 Golden Springs Road, Walnut CA 91789. The station's location will be documented in the Purpose and Need Section, 1.3 and Alternatives Section, 2.4

The size of the existing Diamond Bar Maintenance Station is stated in the Background Section, 1.2. Although the Diamond Bar's lot size is larger than the preferred 4.6 acre site, the site is already used to capacity. Numerous maintenance vehicles and an elevated fuel island are stored on site. The location of the existing Diamond Bar buildings makes it difficult for maintenance vehicles to negotiate them. A new Diamond Bar building for additional office space would only aggravate this problem. A discussion of the existing office space situation is provided to illustrate the amount of office workspace available. The existing Diamond Bar Maintenance Facility's office space is 602 feet<sup>2</sup>, which is currently at capacity leaving no extra office space for additional crews. The existing Pomona Maintenance Facility at Mission Boulevard is composed of two oversized trailers, Background Section, 1.2. Each trailer measures 40 (length) feet by 24 (width) or 960 feet<sup>2</sup>. This facility also has an insufficient amount of office workspace and can not accommodate crews from the Diamond Bar Facility.

A Vehicle Circulation Site Plan has determined that the proposed project is compatible with the conceptual site layout and is designed with consideration to the site's irregular shape.

The existing service areas of the current Pomona and Diamond Bar Stations are indicated in the Background Section, 1.2.

COMMENTS ON THE INITIAL STUDY AND NEGATIVE DECLARATION FOR THE  
PROPOSED POMONA MAINTENANCE STATION

**Comment 1 – Use of a Negative Declaration for CEQA Compliance (Negative Declaration)**  
A mitigated negative declaration, rather than a negative declaration, would be the more appropriate document for CEQA compliance to ensure that all potential environmental impacts will be appropriately mitigated. A review of the document indicates that the project could negatively impact land use, public facilities such as roads, and aesthetics. The mitigation measures required in a mitigated negative declaration could eliminate these impacts or reduce them to below a level of significance.

**Comment 2 – Project Description – Project Features (pp. 4-5)**  
The project description lacks the detail necessary for a thorough evaluation of the impacts on land use, traffic or aesthetics. No architectural drawings, site plan, or conceptual landscape plan are provided. Without these drawings, it is not possible for either decision-makers or the public to identify project impacts and assess their level of significance.

**Comment 3 – Project Alternatives (pp. 5-8)**  
This section does not provide decision-makers or members of the public with sufficient information for determining whether it would be prudent to support Alternative 6 (Recommended Pomona Maintenance Station) as the preferred alternative.

- Information on the existing site in Diamond Bar is especially incomplete. The location of the site is not identified nor is its size. The document does state that the space at the Diamond Bar site is limited; however, it fails to take into account the fact that, as we have been informed by Caltrans staff, the Diamond Bar site consists of more than 5 acres and is actually larger than the 4.6-acre Preferred Alternative site. Also ignored in evaluating the various sites is the fact that the Preferred Alternative site is triangular, which would considerably limit usable space.
- The analysis does not describe the service areas of the existing Diamond Bar and Pomona Maintenance Facilities. As a result, it is not possible to determine if the proposed alternative is centrally located.

**Comment 4 – Affected Environment – Maps (Figures 3-7, 3-9, and 3-11)**  
The maps in this section do not accurately identify the project site. As it is currently depicted, the site appears to be several miles away from its actual location.

**Comment 5 – Affected Environment – Accuracy of Information (pp. 9-16)**  
Information in the following sections is either inaccurate or not current.

- **p. 9 Introduction.** Description of the land uses in the City should include industrial land uses. Pomona has several large areas of industrial land uses within the City.
- **p. 9 Seismicity.** The Chino Fault appears to be closer than the 4 miles described in the text.
- **p. 10 Land Use.** The site is designated General Commercial on the General Plan Land Use Map and is zoned C-4 Highway Commercial.

**Response to Comment 4:** As noted on the maps, figure 3-7 and 3-11, the maps are not to scale. The project site indicator is for general visual reference and is not implied to denote exact location in terms of distance. The project's location is described in Sections 1.1 and in Section 2.1, paragraph 2. Figure 3.9 will include an identifier to indicate that this map is not to scale.

**Response to Comment 5:** Industrial land uses have been included in the description of land uses (Section 3-3.1) within the City of Pomona.

In Section 3-3.2 consultation with Caltrans Senior Engineering Geologist, Gustavo Ortega, EQFAULT program, Caltrans Maps, and the Southern California Earthquake Center (<http://www.scecdc.seec.org/la/fault.html>) places the fault approximately 4 miles from the proposed project site.

Clarification has been made on the general land use designation in figure 3-9 and in page 10, Land Use section 3-3.4.

Caltrans strives to use the most current available demographic information. The demographics section, 3-3.5 will incorporate *City of Pomona Demographic, Economic and Quality of Life Data* as indicated in comment 5.

A household income study completed by Pomona Works in 1995\*, concluded that Pomona's economy is healthy based on income level comparisons for 1980 and 1995. More recent data from 1999 further supports this conclusion. Pomona's *Demographic, Economic, and Quality of Life* data indicate that Pomona workers were paid an average of \$24,811 in 1991 while in 1993 the average pay peaked at \$30,028, considered extremely high for any inland area city when compared to other cities in the region. Further evidence suggests that Pomona's economy is healthy when compared to Ontario. In 1998 Pomona's workers were paid an average of \$29,700 higher than Ontario's 1998 average of \$28,223, considered "quite high for the region".\* This supports the fact that Pomona's income is considered healthy when compared to the region and within the city of Pomona for various years.

The description of residential land uses has been clarified to indicate that residential uses are located in the topographical feature known as the Puente Hills located within the City of Chino Hills.

\* Pomona Works: The Right Place, The Right Time, The Right Price, October 1995

\*City of Pomona: Demographic, Economic, & Quality of Life Data, June 1999, Page 31

- *Figure 3-9 Land Use Map.* The map does not accurately depict land use designations shown on the City General Plan Land Use Map.
- *p. 11 Demographics.* More recent information pertaining to City demographics is available in *City of Pomona Demographic, Economic & Quality of Life Data* published on June 26, 1999.
- *p. 11 Housing.* The description of the City's housing stock is inaccurate and has only limited application to the site. In addition, more recent information on City housing and household demographics is available in *City of Pomona Demographic, Economic & Quality of Life Data* published on June 26, 1999.
- *p. 12 Housing.* The second paragraph describes the City's economy as *healthy* based on a comparison of household incomes in Pomona during 1980 and 1995. A more accurate conclusion could have been drawn about the health of the City's economy if income levels in Pomona had been compared with those in surrounding communities.
- *p. 14 Noise.* The description of residential uses is not accurate. Puente Hills is not located within the vicinity of this project.

#### **Comment 6 – Affected Environment – Land Use (p.10)**

The document states that the existing Pomona Maintenance Facility is located on a site zoned C-4, the same zoning as the new site. The reader is led to believe that maintenance yards are permitted by right in the C-4 zone. This is not true. A private firm would not be allowed to locate a similar facility in this zone. The Caltrans facility is permitted in this location because government agencies are not required to abide by local zoning law.

#### **Comment 7 – Affected Environment – Noise (p. 14)**

The City of Pomona Noise Ordinance regulates noise within City boundaries. No reference is made to the standards established in this ordinance.

#### **Comment 8 – Environmental Significance Checklist (pp. 18-20)**

The project description and analysis do not comprehensively analyze all potential impacts and demonstrate that these impacts do not exist or can be mitigated to below a level of significance. In fact, the project may, directly or indirectly, do the following:

20. Result in an increase in noise levels or vibration for adjoining areas
21. Result in federal, state or local noise criteria being equaled or exceeded
22. Produce new light, glare or shadows
32. Cause disruption of orderly planned development
33. Be inconsistent with elements of adopted community plans, policies or goals, or the California Urban Strategy
41. Affect property values or the local tax base
44. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and/or goods
53. Affect scenic resources or result in the obstruction of a scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view

**Comment 9 – Changes in Topography and Ground Surface Relief Features. (p. 21)**  
City topographic maps indicate that there is a 10-foot grade change on the site rather than the 2-foot grade change indicated in the environmental document.

Responses to Comment 6: The intent of the affected environment section is to provide and identify appropriate details of the setting for impact evaluation. In the land use section, the existing land use in the area, and any signs of pressure for growth, decline or substantial change in character are identified.

The land use description for these two facilities discloses the current land use designation (zoned C-4), to provide a foundation, so an evaluation can be made as to whether the proposed project has the potential to affect the character of the existing land use in the area.

Commented noted.

Response to Comment 7: The Affected Environment Section (Noise) has since been updated with Pomona's Exterior Noise Standards Table. In addition to this table an illustrative noise, sound levels and loudness table has been included.



Discussion has been included to address those concerns, specifically questions, 20, 21, 22, 32, 33, 41, 44, and 53. Questions 21, 22, and 33 are discussed in Section 5.

For the Environmental Significance Checklist Questions 20 and 21, the proposed project is not directly adjacent to any residential developments. The proposed project is also not in the direct line of sight of any residential areas within the City of Pomona. Existing soundwalls on westbound SR-60 and earthen berms adjacent to the project site obstruct the view that the residents would otherwise have of the proposed project site. The proposed project would also have enclosed equipment bays and covered wash racks which minimizes the public's exposure to noise emanating from the facility.

Question 41 (affect property values or local tax base) California Environmental Quality Act (CEQA) Guideline Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. The issue of whether the proposed project will affect property values or the local tax base in the future is speculative. Property values and local tax base can all be influenced by many external variables and can not be attributed to solely the proposed project. External variables such as the local or national economy, number of businesses within the city, city services (quality of life issues), energy costs, relocation of businesses, and the real estate market all play a vital role in affecting property values and local tax base. Furthermore, the proposed Pomona Maintenance Station is not directly adjacent to any residential areas. In order to correlate the decline in the local tax base, there would also have to be substantial evidence correlating the direct decline of property values and or local tax base with the proposed project. A 1999 study entitled, "Pomona: Demographic, Economic and Quality of Life Data" also indicate that Pomona's taxable retail sales as abundant, reaching a record high of \$885.9 million, an improvement of 4.5% when compared to 1997, an indicator of a healthy economy undergoing expansion. The existing Pomona Maintenance Station was at Mission Boulevard, within the City of Pomona, when the Pomona: Demographic, Economic and Quality of Life data studies were conducted. There is no evidence in this 1999 data which suggests that the existing Pomona Maintenance Station negatively impacted the local tax base, specifically retail sales.

Question 44 (Have substantial impact on existing transportation systems). This is discussed in Sections 5-6.2 (Public Services, Question 43) and 5-6.3 (Traffic) The discussion indicates that there would be temporary traffic disruptions associated with scheduled utility work, and as discussed in this section all scheduled utility work would be regulated by applicable local ordinances. Further discussion is also undertaken in Section 5-6.3 about surface streets and the levels of service. The traffic analysis indicates that the proposed project will not have a substantial impact on existing transportation systems. The levels of service are in accordance with Los

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Question 53 (Affect scenic resources or result in the obstruction of a scenic vista or view to the public, or creation of an aesthetically offensive site open to public view) Due to the relatively low vertical profile of the proposed project and significant distance from residential uses, this project would not block any scenic views or vistas, especially from residential properties. The project site will also consist of landscaped setbacks around the perimeter and a combination of vegetation and walls will be used for screening the facility from public view along Garey Avenue and Market Place as indicated in the conceptual plans.

Response to Comment 9: Section 5-5.1 now reads 10 feet.

**Comment 10 – Erosion Effects (p. 21)**

The analysis section inaccurately describes the site as a . . . relatively flat area away from slopes or unstable soil. In fact, the project is located adjacent to a freeway ramp and covered with fill.

10

**Comment 11 – Noise Levels (p. 25)**

The City of Pomona Noise Ordinance establishes noise limits for this site, yet no reference is made to this ordinance. The City ordinance should be applied to determine the threshold of significance for noise impacts. In addition, the noise ordinance should be applied to limit construction activities to Monday through Saturday. Per section 14.9-7 of the Pomona City Code, construction may not take place on a Sunday or Federal holidays.

11

**Comment 12 – Cause Disruptions of Planned Development (p. 26)**

This paragraph contains several errors. The site is zoned C-4 (Highway Commercial) but the General Plan Land Use Map designation is General Commercial. The project is not consistent with either the C-4 zone or the General Commercial designation. The C-4 zone is intended for both retail and service uses that serve customers using the freeways. General Commercial districts are intended for retail business in strip developments and major retail centers of area-wide significance.

12

**Comment 13 – Cause Disruptions of Planned Development (p. 26)**

The environmental document describes the proposed buildings and landscaping in general terms and states that the design will resolve all potential impacts. However, no building or landscaping plans are provided. Although the City is . . . invited to comment on the design . . . there is no procedure specified for ensuring that the City's comments will be incorporated into future project plans. As a result, there could be significant impacts from the project that will not be addressed in the document or mitigated in the final project design. Specific elements that should be addressed in the project plans include the following:

- Providing landscaped setbacks along Garey Avenue
- Designing buildings, walls and fences to be compatible with those of the Market Place shopping center
- Orienting buildings so that all equipment can stored behind the buildings
- Requiring that a six-foot-high decorative block wall be constructed to enclose storage areas

13

**Comment 14 – Cause Disruptions of Planned Development (p. 26)**

The environmental document states that an alternative driveway will be incorporated into the project to minimize harm. However, if improperly located, the alternative access point could aggravate traffic impacts.

14

**Comment 15 – Public Services (p. 27)**

- The proposed site does not have direct access to public utilities including sewer, water, gas and electricity.
- It is possible that the installation of utilities would severely damage new street paving with several trenches.

15

Response to Comment 10: Text has been changed to reflect a clearer description of the project site.

Response to Comment 11: The City of Pomona Noise Ordinance delineating noise limits has been incorporated into a noise table referenced in the Affected Environment section under Noise. Under "Discussion of Environmental Evaluation", Noise Levels (Question 20) verbiage has been included which references Pomona City Code § 14.9-7 "construction may not take place on a Sunday or Federal Holidays."

Response to Comment 12: Comment has been noted for the record, no response required.

Response to Comment 13: Caltrans is committed to working with Pomona to ensure that their concerns are met and incorporated into final design.

The proposed conceptual site layout, landscape, and architectural plans will address the issues of landscaped setbacks along Garey Avenue and building orientation on site. Design will also be considerate of walls and fences that are compatible with the Market Place shopping center. All storage areas as depicted in the site layout are enclosed with six feet high decorative block.

Project elements were also discussed with the City of Pomona and the public on June 28, 2001, at Pomona City Hall to solicit comments on design elements. Architectural renderings of the proposed project were presented for the City of Pomona.

Response to Comment 14: Caltrans will make every attempt possible to place the driveway in a location as not to aggravate traffic impacts.

Response to Comment 15: Caltrans will work with local utility companies to gain access to the necessary utilities.

Caltrans would be responsible for damage to street pavement associated with the installation of utilities for the proposed project.

Excavations for utility lines will be coordinated with the City of Pomona, Public Works Department and be scheduled outside of the a.m. and p.m. peak commute hours, 7:00 a.m. to 8 a.m. and 3:15 p.m. to 4:15 p.m..

- To minimize traffic impacts, excavations for utility lines must be scheduled outside of the a.m. and p.m. peak commute hours, 7:00 a.m. to 8 a.m. and 3:15 p.m. to 4:15 p.m.

**Comment 16 – Traffic (pp. 27-29)**

- A median break would be rejoined for full access from Garey Avenue. The distance between the 60 eastbound ramps and the Garey Avenue/Market Place signal is only about 300 feet.
- The environmental document states that the project will generate between 25 and 30 vehicle trips per day. However, the project description states that up to 70 employees and 70 pieces of equipment will be housed on the site. The projected employees and equipment will generate more than 30 vehicle trips per day.
- Routing project traffic onto Market Place would create traffic conflicts with traffic generated by the on-site retail businesses. The rerouted traffic may also conflict with on-site pedestrian traffic. In addition to other proposed traffic measures, we recommend that truck traffic generated by the project be prohibited from Market Place and that employee work hours be staggered to avoid having all staff leave the site at the same time.
- The project should include the following:
  - Improved lighting at the driveway entry from Market Place
  - No parking/stopping anytime on Garey Avenue between Market Place and the 60 eastbound ramps
  - Mitigation of safety concerns involving the improvements to Market Place (p. 29)
  - The option to use Market Place and a right-in, right-out driveway on Garey Avenue

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Response to Comment 16: The proposed project is not anticipated to generate more than 30 vehicle trips per day. Traffic volumes generated by the proposed project will be very light. Maintenance will have approximately 70 people working at the station. However, not everyone will be working at the same time nor will every piece of equipment be used at once. Employees will also pair up as they use maintenance vehicles. Some crews will be working overnight and will not affect peak hour traffic. During the AM and PM peak hours, 45 employees will be coming into the maintenance station and forming 2 landscape crews, 2 road crews, and 1 electrical crew. The 2 landscape crews will be using 10 vehicles and the electrical crew will be using 5 vehicles for a total of 25 trips out of the yard. Assuming another 20 percent for miscellaneous trips, that would increase the total trips out of the yard to 30. Work hours for the existing maintenance stations in Diamond Bar and Pomona (Mission Boulevard) are already staggered. There are three different work schedules in effect, a Monday-Friday, Tuesday-Saturday, and Sunday-Thursday. Typical landscape crew work hours are 6:30 am to 3:00 p.m. and for maintenance crews 7:30 am to 4:00 p.m. Maintenance crews start arriving to work prior to the opening times of Market Place stores, which range from 9:00 a.m. to 10 am. The only exception would be Home Depot, 6:00 a.m. opening time (Monday-Saturday) and the Texaco Gas Station, which operates 24 hours. Additional access to Home Depot is also available through Towne Avenue, east of the project site.

There are no sidewalks at Market Place on either the northbound or southbound side of the street. Sidewalks are present at the northbound side of Garey Avenue and are absent from southbound Garey Avenue. There are also no bus stops present at the vicinity of Market Place and Garey Avenue that would generate pedestrian traffic. The Garey Avenue/Market Place intersection is isolated from schools, churches, and meeting facilities that would contribute to pedestrian traffic in the immediate vicinity.

Lighting at the driveway entrance will conform to Caltrans lighting standards.

No parking signs currently exist on northbound and southbound Garey Avenue between Market Place and the eastbound SR-60 on-ramp. Parking restriction signage would remain after project completion.

Safety concerns to improvements on Market Place will be incorporated upon final design. Access to the maintenance station will be determined as the project proceeds further into design and upon consultation with the City of Pomona.



**CITY OF CHINO HILLS**  
2001 GRAND AVENUE  
CHINO HILLS, CALIFORNIA 91709-4869  
(909) 964-2600 • (909) 964-2695 FAX

**CITY CLERK II**  
Erik M. Grunwald  
W.C. "Bill" Kierulff  
Carol C. Larson  
James E. Norman, Pres.  
James S. Thalman

May 23, 2001

Mr. Ronald Kosjeski, Deputy District Director  
Caltrans Division of Environmental Planning (LA-60-PM 29 39)  
120 South Spring Street  
Los Angeles, CA 90012

**SUBJECT:** Proposed Pomona Maintenance Station Project at the southeast quadrant  
of the intersection of State Routes 60 (Pomona) and 71 (Chino Valley)

Dear Ron:

This letter has been prepared to provide you with the City of Chino Hills comments on the Draft Initial Study for the proposed Pomona Maintenance Station. Because the new Station is to be located contiguous to our border, we would like to reiterate our request that its design be one that is a positive addition to the area. Accordingly, the City of Chino Hills is recommending that Caltrans hold a public meeting on this project. By holding a meeting, City staff and area residents would be able to identify our specific design concerns and would be able to hear Caltrans staff's answers as to how the concerns have been and/or will be addressed.

While the Initial Study on Page 26 states in part that:

"Consistent with the adjacent land use, elements of the maintenance station will also reflect the "Mission Revival" architectural style present at the Market Place. This, in addition to the landscaping, would provide cohesion between the Market Place and the proposed maintenance station. Once the specific architectural and landscape plans become available, the City of Pomona and its citizens are invited to comment on the design."

The City of Chino Hills believes that the new facility is one that is designed to serve the community-at-large and, as such, should be subject to expanded public review. At a minimum, the City of Chino Hills would like to be included in the facility design review process.

## Response to City of Chino Hills

**Response to Comment 1:** In response to local concerns, a public meeting was held on June 28, 2001. The City of Chino Hills was invited to attend and actively participate in the project meeting. City of Chino Hills will continue to be included in the ongoing design review process.



In closing, the areas of concern to the City of Chino Hills are as follows:

- **Visual/Aesthetics.**

We would like to stress the need for Caltrans to work in cooperation with the two cities that border the site (Chino Hills and Pomona) to ensure that the design of the new facility is of a quality and image consistent with area development within the vicinity of the site.

New development within the Chino Valley Freeway (SR 71) corridor should be consistent with other projects (regardless of jurisdictional boundaries) and should properly reflect an upscale image.

We would like the agency and public notice list expanded to include the City of Chino Hills and area residents.


- **Customer Service Accommodations.**

We would like to reiterate our request that the station include a public lobby area where citizens may file any complaints that they may have about maintenance of the freeways.

The City of Chino Hills looks forward to continuing to be included in the planning and environmental review process for the proposed Pomona Maintenance Station. We would appreciate your assurance that selection of the final design plans will not occur without first giving us an opportunity to comment.

Thank you for your favorable consideration of the City of Chino Hills' concerns. Please feel free to call Tina Ryder, Senior Planner (909) 364-2754 to discuss these issues in greater detail.

Sincerely,

  
Douglas N. La Belle  
City Manager

cc: Mayor and City Council  
Planning Commission  
Department Heads

## Response to City of Chino Hills

Response to Comment 2: A City of Chino Hills representative attended a presentation of conceptual plans presented by a Caltrans Headquarters Architect. The meeting was conducted on June 28<sup>th</sup>, 2001 to allow the City of Chino Hills to comment on design issues and concerns.


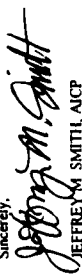
Visual/Aesthetic concerns will be addressed. The proposed project will be consistent with the existing architectural theme of the Market Place development. Elements of the proposed project as detailed in the conceptual architectural plans will reflect the "Mission Revival" architectural style of the adjacent Market Place Development.

Comment has been noted. City of Chino Hills has been included in the mailing list. Caltrans will continue to keep Chino Hills apprised of the project status as it progresses, and continue to coordinate with the City during the design phase.

A customer service center area has been included in the conceptual plan, office space layout.




Response to Southern California Association of Governments

Comments have been noted for the record, no response required.

 <p><b>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</b> Main Office 810 West Seventh Street 18th Floor Los Angeles, California 90017-3435 (213) 346-4800 (213) 346-4815 www.sacag.ca.gov</p>	<p>May 17, 2001</p> <p>Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans, District 7 120 S. Spring Street Los Angeles, CA 90012-3319</p> <p>RE: SCAG Clearinghouse 120010247 Proposed Pomona Maintenance Station Project</p> <p>Dear Mr. Kosinski:</p> <p>We have reviewed the above referenced document and determined that it is not regionally significant per Area-wide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.</p> <p>A description of the project was published in the May 15, 2001 Intergovernmental Review Report for public review and comment.</p> <p>The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.</p> <p>Sincerely,  JEFFREY M. SMITH, AUCP Senior Planner Intergovernmental Review</p> <table border="1"><tr><td>Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans, District 7 120 S. Spring Street Los Angeles, CA 90012-3319</td><td>Mr. Jeffrey M. Smith, AUCP Senior Planner Intergovernmental Review</td></tr></table>	Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans, District 7 120 S. Spring Street Los Angeles, CA 90012-3319	Mr. Jeffrey M. Smith, AUCP Senior Planner Intergovernmental Review
Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans, District 7 120 S. Spring Street Los Angeles, CA 90012-3319	Mr. Jeffrey M. Smith, AUCP Senior Planner Intergovernmental Review		

## Response to California State Clearinghouse

Comments have been noted for the record, no response required.

 Gray Davis GOVERNOR	<p>STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse</p> <p>May 29, 2001</p> <p>Gary Iversen Department of Transportation, District 7 170 South Spring Street Mail Stop 18 Los Angeles, CA 90012 Subject: Proposed Maintenance Station SCH# 2001041116</p> <p>Dear Gary Iversen:</p> <p>The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on May 25, 2001, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.</p> <p>Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above named project, please refer to the ten-digit State Clearinghouse number when contacting this office.</p> <p>Sincerely,</p> <p> Terry Roberts Senior Planner, State Clearinghouse</p> <p>1400 TENTH STREET, 213, BOX 1044, SACRAMENTO, CALIFORNIA 95812-1044 916-445-0611 FAX 916-445-1015 WWW.OPR.CA.GOV/CLARINGHOUSE.HTML</p>	 Steve Shoen 1044-104
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# Response to California State Clearinghouse

Included for informational purposes, no response required.

Document Details Report	
State Clearinghouse Data Base	
<b>SC#</b> 2001041116 <b>Project Title</b> Proposed Maintenance Station <b>Lead Agency</b> Caltrans 87	
<b>Type</b> Neg Negative Declaration <b>Description</b> The proposed project would provide facilities for highway maintenance and road repair crews. The project would support necessary resources to service the freeways and highways for the motorist public and improve emergency response times to emergency and routine maintenance. Crews and equipment would be relocated to the new site once the proposed project is completed.	
<b>Lead Agency Contact</b> <b>Name</b> Gary Norton <b>Agency</b> Department of Transportation, District 7 <b>Phone</b> (213) 897-3818 <b>Fax</b> <b>Address</b> 120 South Spring Street <b>Mail Stop</b> 18 <b>City</b> Los Angeles <b>State</b> CA <b>Zip</b> 90012	
<b>Project Location</b> <b>County</b> Los Angeles <b>City</b> Pomona <b>Region</b> <b>Cross Streets</b> Market Place and Gary Avenue <b>Parcel No.</b> <b>Township</b> <b>Range</b> <b>Section</b> <b>Base</b>	
<b>Proximity to:</b> <b>Highways</b> SR-60/71 Int. <b>Airports</b> <b>Railways</b> Chino Creek concrete channel south of project site <b>Waterways</b> <b>Schools</b> City of Pomona General Plan/Land use map as commercial/highway <b>Land Use</b>	
<b>Project Issues</b> Aesthetic/Visual, Air Quality, Archaeologic/Historic, Geologic/Seismic, Noise, Public Services, Soil Erosion/Compaction/Grading, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Wildlife, Growth Including: Cumulative Effects, Economic/Job	
<b>Reviewing Agencies</b> Resource Agency, Department of Conservation, Department of Fish and Game, Region 5, Office of Historic Preservation, Department of Parks and Recreation, California Highway Patrol, Caltrans, Division of Transportation Planning, Department of General Services, Air Resources Board, Transportation Projects, Regional Water Quality Control Board, Region 4, Department of Toxic Substances Control, Native American Heritage Commission, State Lands Commission	
<b>Date Received</b> 04/26/2001 <b>Start of Review</b> 04/26/2001 <b>End of Review</b> 05/25/2001	
Note: Blanks in data fields result from insufficient information provided by lead agency.	

**Caltrans will continue to keep Carrie Baker apprised of the project status as it progresses.**

**Resident**  
**2236 Angela Street**  
**Pomona CA 91766**



May 19, 2001

Mr. Ronald Kosinski Chief LL  
Office of Environmental Planning(07-LA-6029.39)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

RE: Proposed Maintenance Facility(SR 60/SR 71 Interchange)

Dear Mr. Kosinski:

Thank you for the environmental report I received. I am writing to respond to some of our concerns with the proposed Pomona Caltrans Station. First of all, we feel that you should schedule a Public Hearing in our city so other residents can voice their concerns on how this will impact our community.

If the new facility will be kept in the same manner that the Mission Blvd. and 71 freeway location is, then there will be a problem. Let's just say the condition of the location is not very impressive. Our group is working to improve the quality of life in our city and to do this we need to clean our community and bring in new businesses. Even though the new facility will be much nicer in appearance, we would like to see the freeway area landscaped. When coming through Pomona the area looks very blighted because there are only weeds and sometimes trash on the center and sides of the freeway. Surely there is some funding that can be used to improve our area.

I hope you will be able to address our concerns.

Very truly yours,

*Virginia Madrigal*  
Virginia Madrigal  
819 Diana Avenue  
Pomona, CA 91766  
(909) 627-4450  
President of A.C.T.I.O.N.

## Response to Virginia Madrigal

Response to Comment 1: Virginia Madrigal attended a presentation of conceptual plans presented by a Caltrans Headquarters Architect. The meeting was conducted on June 28<sup>th</sup>, 2001 to encourage the local community to comment on design issues and concerns.

Response to Comment 2: The existing Pomona Maintenance Facility at 1698 West Mission Boulevard is a temporary facility composed of trailers. The move to this location, at the southeast side of Mission Boulevard and State Route 71 is only temporary until a permanent site can be located. Landscaping and further enhancements to the Mission Boulevard site was not justified because of a future Mission Boulevard Interchange project that would require Caltrans crews to vacate the facility. This existing site is not representative of all Caltrans maintenance stations and their overall appearance. Examples of Caltrans recently completed maintenance station projects are included in Exhibit 1 of the environmental document. These two examples located within the cities of Moorpark and Newhall indicate that with proper design, Caltrans maintenance stations can be aesthetically pleasing and non-intrusive to the surrounding community.

Response to Comment 3: Visual/Aesthetic concerns will be addressed. The proposed project will be consistent with the existing architectural theme of the Market Place development. Elements of the proposed project as detailed in the conceptual architectural plans will reflect the "Mission Revival" architectural style of the adjacent Market Place Development. Also as indicated in the conceptual plans landscaping will be provided within the median segment on Garey Avenue, beginning south from the Garey Avenue off-ramp to Market Place. A City of Pomona council agenda item, dated September 27, 1999 also details an application to Caltrans to fund a landscape project at the State Route 60/71 Interchange. Funding for this proposed project has tentatively been apportioned pending inter-agency coordination and approval.

Caltrans will continue to keep Virginia Madrigal apprised of the project status as it progresses.

## **7-List of Preparers**

## 7.0. List of Preparers

The following Caltrans personnel were involved in preparing the Environmental Evaluation:

### **Caltrans District 7, Division of Environmental Planning**

Ronald Kosinski, Deputy District Director, Division of Environmental Planning

Gary Iverson, Senior Environmental Planner, District Archaeologist

Robert J. Wang, Environmental Planner, preparer

Jamel El Jamal, Senior Transportation Planner, Noise Investigations

\*Clearance provided by Jamel El Jamal

Aziz Elattar, Senior Environmental Planner, Natural Science Study

\*Report prepared by: Arianne Glagola, Environmental Planner, Biologist

George Ghebrainious, Senior Transportation Engineer, Hazardous Waste

\*Report prepared by: James Burt, Hazardous Waste Specialist

Cleave Govan, Senior Environmental Planner, Architectural Historian

\*Report prepared by: Diane Kane, Environmental Planner, Architectural Historian

Gustavo Ortega, Senior Engineering Geologist, Geotechnical Study

\*Report prepared by Gustavo Ortega

Chester Otani, Associate Transportation Engineer

\*Report prepared by Chester Otani

Ralph Sasaki, Senior Transportation Engineer, Hydrology Study

\*Clearance provide by Ralph Sasaki

Fouad E. Abdelkerim, Senior Environmental Planner, Air Quality Analysis

\*Report prepared by Fouad Abdelkerim

Jiwanjit Palaha, Project Manager

Herby G. Lissade, Maintenance Engineer, Senior Transportation Engineer

Juan Arias, Transportation Engineer

Dave Stow, Senior Architect, Caltrans Division of Engineering Services Headquarters Sacramento  
(Transportation Architecture Branch 3)

Frank E. Thomas Architect, Caltrans Division of Engineering Services Headquarters Sacramento  
(Transportation Architecture Branch 3)

Rene Trujillo, Audio-Visual Graphic Specialist District 7, Los Angeles

## **8.0-References**

## 8.0. References

California Department of Transportation. *Project Study Report Pomona Maintenance Station*. November 16, 1999.

California Department of Transportation. *Storm Water Program Best Management Practices Retrofit Pilot Studies*. September 1999.

California Department of Transportation. *Traffic Volumes Study*. 1998.

California Department of Transportation Environmental Planning Branch District 7, Los Angeles. *Initial Study Newhall Maintenance Station Relocation*. May 24, 1993.

California Department of Transportation Environmental Planning Branch District 7, Los Angeles. *Initial Study Moorpark Maintenance Station Relocation*. May 18, 1992.

California Department of Transportation Headquarters Environmental Engineering-Noise, Air Quality, and Hazardous Waste Management Office. *Traffic Noise Analysis Protocol*. October 1998.

City of Pomona, Planning Division Department of Community Development. *Comprehensive General Plan*. June 1977.

City of Pomona, City Code. *Noise Level § 14.9-5*. pp 316.56-316.57. September 30, 1982

City of Pomona, City Code. *C-4 Highway Commercial District intent and purpose §370-37*. pp 662.6-668. December 30, 1991 and December 31, 1998.

Institute of Transportation Studies, University of California Davis. *Transportation Project Level Carbon Monoxide Protocol*. December 1997.

Pomona Economic Development Corporation. *Pomona Works: The Right Place, The Right Time, The Right Price -Profile Pomona California*. October 1995.

TKC (Keith Companies). *Pomona Valley Solid Waste Transfer Station*. December 17, 1999.

### World Wide Web References

Earthquakes in Southern California Title Page. 2000. <http://www.scecdc.scec.org/eqsocal.html>. General Description of Southern California Faults and data on Southland's earthquakes.

Los Angeles Almanac Main Page. 1998-2000. <http://www.losangelesalmanac.com/>. Data for City of Los Angeles and Los Angeles County.

Southern California Association of Governments. 2000. <http://www.scag.ca.gov/>. County of Los Angeles Information and forecasts and links to cities web pages.

City of Pomona. 2000. <http://www.ci.pomona.ca.us/>. Links to city information (ordinances) and departments.

# Exhibit 1



# Aesthetic Treatment for Caltrans Maintenance Stations in the Cities of Moorpark and Newhall

- Newhall
- Moorpark





## Examples of Landscaping, main entrance, Moorpark Station





Entrance of Moorpark Station  
and example of decorative  
block







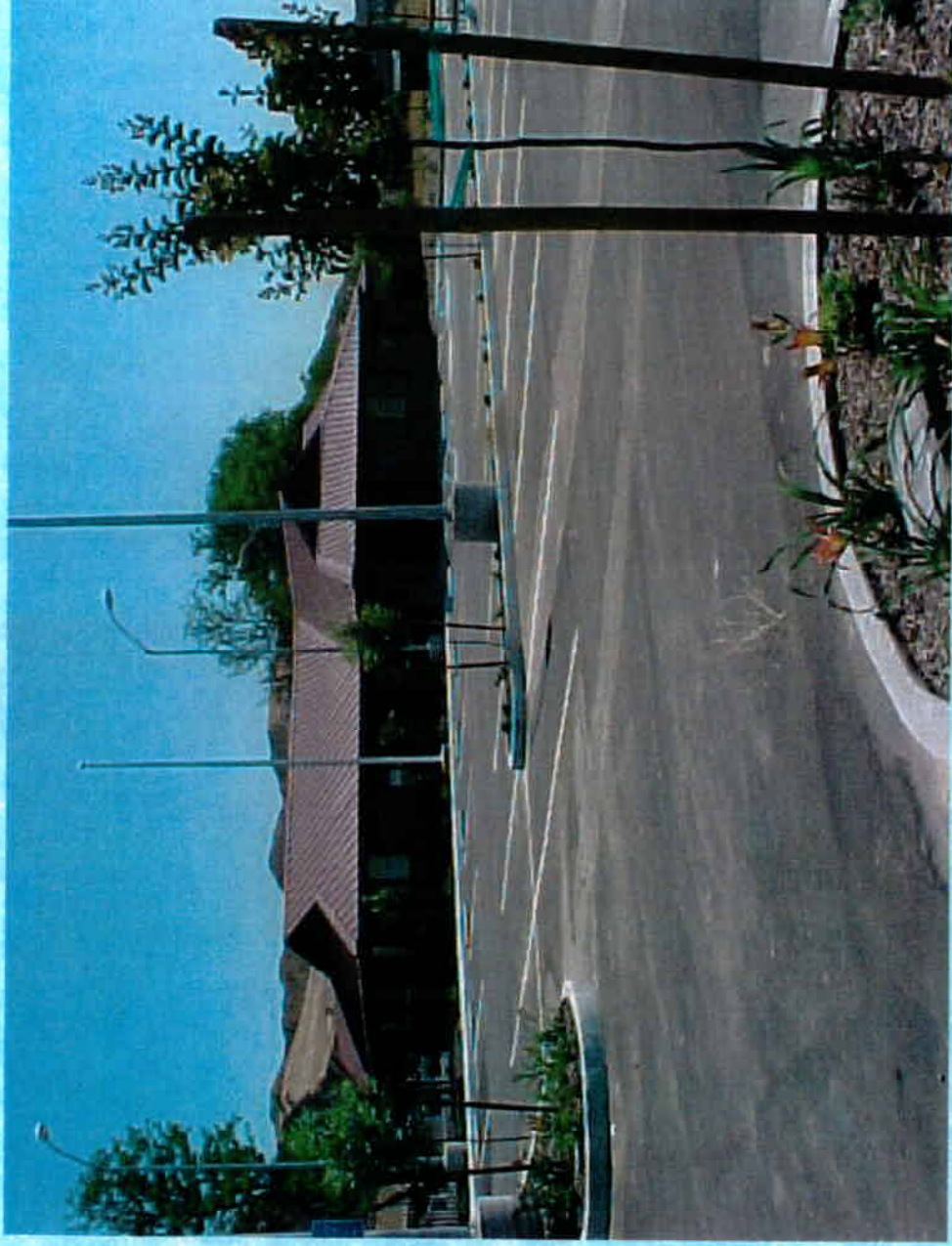
Tile roof detail, entrance  
Moorpark Station

Landscape and Fence,  
entrance Moorpark Station





## Newhall Maintenance Station





## **Newhall Maintenance Station Streetscape/Landscape**



## **Newhall Maintenance Station Streetscape/Fencing**



## Post-Modern Mission Revival Style Architecture



Market Place





## Architectural elements





## Architectural elements, service station



## Signage detail



# Appendix A

## *List of People Receiving Copies of the Initial Study*

### **Elected Officials**

#### *Federal Senators*

Honorable Dianne Feinstein  
United States Senator  
11111 Santa Monica Boulevard, #915  
Los Angeles, CA 90025

Honorable Barbara Boxer  
United States Senator  
312 North Spring Street, #1748  
Los Angeles, CA 90012

#### *Member(s) of Congress*

Honorable Gary Miller  
United States Congressman, 41<sup>st</sup> District  
22632 Golden Springs Drive, Suite 350  
Diamond Bar, CA 91765

#### *State Assemblymembers*

Honorable Gloria Negrete McLeod  
Assemblymember, 61<sup>st</sup> District  
4959 Palo Verde, #108C  
Montclair, CA 91763

Honorable Robert Pacheco  
Assemblymember, 60<sup>th</sup> District  
17870 Casteleton Street, Suite 205  
City of Industry, CA 91748

#### *State Senate*

Honorable Nell Soto  
Senator, 32<sup>nd</sup> District  
505 South Garey Avenue  
Pomona, CA 91766

Honorable Bob Margett  
State Senator, 29<sup>th</sup> District  
500 N. First Avenue, Suite 3  
Arcadia, CA 91006

#### *County Official(s)*

Honorable Don Knabe  
Supervisor, Los Angeles County  
822 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

#### *City Officials*

Honorable Edward Cortez  
Mayor, City of Pomona  
505 South Garey Avenue  
Pomona, CA 91766

Honorable Ed M. Graham  
Mayor, City of Chino Hills  
2001 Grand Avenue  
Chino Hills, CA 91709

Honorable Eunice M. Ulloa  
Mayor, City of Chino  
13220 Central Avenue  
Chino, CA 91710

Honorable Robert Huff  
Mayor, City of Diamond Bar  
21660 East Copley Drive., Suite 100  
Diamond Bar, CA 91765



City Council, Pomona  
505 South Garey Avenue  
Pomona, CA 91766

City Council, Chino  
13220 Central Avenue  
Chino, CA 91710

Severo Esquivel  
City Manager, Pomona  
505 South Garey Avenue  
Pomona, CA 91766

Mr. Glen Rojas  
City Manager, Chino  
13220 Central Avenue  
Chino, CA 91710

Ms. Candida Neal, AICP  
City of Pomona, Planning Division  
City Hall, 505 South Garey Avenue, Box 660  
Pomona, CA 91766

City Council, Chino Hills  
2001 Grand Avenue  
Chino Hills, CA 91709

City Council, Diamond Bar  
21660 East Copley Dr., Suite 100  
Diamond Bar, CA 91765

Mr. Douglas La Belle  
City Manager, Chino Hills  
2001 Grand Avenue  
Chino Hills, CA 91709

Mr. James De Stefano  
City Manager, Diamond Bar  
21660 East Copley Dr., Suite 100  
Diamond Bar, CA 91765

Mr. Jeff Adams, City Planner  
Planning Division  
2001 Grand Avenue  
Chino Hills, CA 91709

### **Government Officers and Agencies**

#### *Federal Government*

Environmental Protection Agency (EPA)  
Office of Federal Activities (A104)  
Environmental Protection Agency  
401 M Street, SW  
Washington, D.C. 20460

Director, Office of Environmental Compliance  
U.S. Department of Energy  
1000 Independence Avenue, SW Room 4G-064  
Washington, D.C. 20585

District Commander  
U.S. Army Corp of Engineers, Env. Resources Branch  
911 Wilshire Boulevard  
Los Angeles, CA 90012

EIS Coordinator, Region 9  
Environmental Protection Agency  
75 Hawthorne Street, 14<sup>th</sup> Floor Mail Code CMD-2  
San Francisco, CA 94105-3941

Mr. Ken Berg, Field Supervisor  
U.S. Fish and Wildlife Service  
Carlsbad Field Office  
2730 Loker Avenue West  
Carlsbad, CA 92008

Director Office of Environmental Affairs  
Department of the Interior  
Main Interior Building, MS 2340  
1849 C Street, NW  
Washington, D.C. 20590

Environmental Clearing Officer  
Dept. of Housing & Urban Development  
450 Golden State Avenue  
P.O. Box 36003  
San Francisco, CA 94102

Mr. Hymie Luden, Transportation Specialist  
Federal Transit Administration  
201 Mission Street, Suite 2210  
San Francisco, CA 94105

Director, Office of Environmental Affairs  
200 Independence Avenue, SW  
Room 537F  
Washington, D.C. 20201

Ms. La Verne Jones  
Southern Cal. Association of Governments  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Natural Resources Conservation Service  
Lancaster Service Center  
44811 N. Date Avenue, Suite G  
Lancaster, CA 93534

Urban Mass Transit Association  
Region 9  
211 Main Street, Suite 1160  
San Francisco, CA 94105

Center for Disease Control  
Center for Environmental Health & Injury Control  
Special Programs, Mail Stop F-29  
1600 Clifton Road  
Atlanta, GA 30333

#### *State Government*

Mr. Dennis A. Dickerson, Executive Officer  
State of California  
Water Quality Control Board  
Los Angeles Region  
320 West 4<sup>th</sup> Street, Suite 200  
Los Angeles, CA 90013

Mr. R. B. Summerfield, Executive Officer  
State of California  
Air Resources Board  
P.O. Box 8001  
El Monte, CA 91734

Environmental Services  
State of California  
Department of Fish and Game  
4949 View Ridge Avenue  
San Diego, CA 92123

Mr. Ray Toohey, So Cal. Representative  
State of California  
Public Utilities Commission  
320 West 4<sup>th</sup> Street Suite 500  
Los Angeles, CA 90013

Mr. W. Knox Mellon  
State Historic Preservation Officer  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 95296-0001

Chief Mike Brown  
California Highway Patrol, Southern Division  
411 North Central Avenue, Suite 410  
Glendale, CA 91203-2020

Director  
Long Range Planning  
University of California  
300 Lake Drive, 12<sup>th</sup> Floor  
Oakland, CA 94612-3550

Department of General Services  
Environmental Planning Development & Management  
400 "P" Street, Suite 3460  
Sacramento, CA 95814

State Clearinghouse  
Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

#### *Regional and Local Governments*

Dr. Barry Wallerstein, Executive Officer  
South Coast Air Quality Management District  
21865 East Copley Drive  
Diamond Bar, CA 91765

Mr. Tom Jasmin, Operation Control  
Superintendent Transportation Administration  
L.A. Metropolitan Transportation Authority  
1 Gateway Plaza Mail Stop 99-11-11  
Los Angeles, CA 90012-2952

### Other Interested Parties

Mr. Anthony Morales  
Gabrielino Tribal Council  
309 south Walnut Grove Avenue  
San Gabriel, CA 91776

Native American Heritage Commission  
915 Capitol Mall, Room 288  
Sacramento, CA 95814

Mr. Robert F. Dorame  
P.O. Box 490  
Bellflower, CA 90707

Greyhound Lines, Inc  
350 North Saint Paul Street  
Dallas, Texas 75201-4240

Gabrielino/Tongva Tribal Council  
Ernest P. Salas  
P.O. Box 693  
San Gabriel, CA 91776

Ti'At Society  
Cindi Alvitre  
Avalon, CA 90204

Virginia Madrigal, President/Action  
819 Diana Avenue  
Pomona, CA 91766

Sierra Club  
Los Angeles Chapter  
3435 Wilshire Blvd., Suite 320  
Los Angeles, CA 90010-1904

Miss Carrie Baker  
2236 Angela Street  
Pomona, CA 91766

Mr. Jim Velasquez  
5657 Arlington Avenue  
Riverside, CA 92703

Mr. Art Alvitre  
1302 Camden Lane  
Ventura, CA 93001

Island Gabrielino Group  
John Jeffredo  
P.O. Box 669  
San Marcos, CA 92079

Mr. Samuel H. Dunlap  
P.O. Box 1391  
Temecula, CA 92593

California Native Plant Society  
1722 J Street, Suite 17  
Sacramento, CA 95814

### Businesses

Texaco Starmart  
Store Manager  
2741 South Towne Avenue  
Pomona, CA 91766

Circuit City  
Store Manager  
2735 South Towne Avenue  
Pomona, Ca 91766

Home Depot  
Store Manager  
2707 South Towne Avenue  
Pomona, CA 91766

## **Appendix B**

**DEPARTMENT OF TRANSPORTATION**  
**OFFICE OF THE DIRECTOR**  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5267  
FAX (916) 654-6608



July 26, 2000

**TITLE VI**  
**POLICY STATEMENT**

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads 'Jeff Morales'.

JEFF MORALES  
Director



## Appendix C

## **Glossary of Acronyms**

**APE** (Area of Potential Effect) - geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist

**APEFZA** (Alquist-Priolo Earthquake Fault Zoning Act of 1972) - California State Law passed as a direct result of the 1971 San Fernando Earthquake. This act prevents the construction of buildings used for human occupancy on the surface trace of active faults.

**BMP** (Best Management Practice) - In day to day operations specific protocols and procedures taken to minimize any impacts to the projects surrounding area. A process, technology, program or operating method that reduces pollution.

**CAA** (Clean Air Act) - Federal act regulating activities affecting air quality standards.

**Cal/OSHA** (California Occupational Safety and Health Administration) - Agency responsible for maintaining a safe and healthy work environment.

**CALTRANS** (California Department of Transportation) - constructs, operates and maintains a comprehensive transportation system of more than 15,200 miles of highways and freeways and provides intercity rail passenger services under contract with Amtrak.

**CDFG** (California Department of Fish and Game) - Manages California diverse plant, fish, and wildlife resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public.

**CEQA** (California Environmental Quality Act) - Legislation passed in 1970 whose goals are to assure that government activities or actions promote the general welfare, allow people and nature to live in productive harmony and fulfill the social, economic, and environmental requirements of present and future generations.

**EPA** (Environmental Protection Agency) - Federal agency whose mission is to protect human health and to safeguard the natural environment through the establishment and enforcement of environmental protection standards consistent with national environmental goals.

**HOV** (High Occupancy Vehicle Lane) - Designated special lane designed to carry two or more persons per vehicle as opposed to mixed flow lanes with single riders.

**HPSR** (Historic Property Survey Report) - Study of area around the project site, documents any eligible properties, their location and significance in terms of National Register criteria.

**IHVS** (Intelligent Vehicle Highway Systems) - Highways embedded with sensors that interact with sensors in specially equipped cars. Ability to regulate vehicle following distance and speeds.

**IS** (Initial Study) - CEQA Analysis of a proposed action to determine if there will be any significant environmental impacts, if any.

**ISA** (Initial Site Assessment) - A determination made as to whether any known or hazardous wastes is present within the project limits.

**ND** (Negative Declaration) - CEQA Written statement describing the reason why a proposed project will not have a significant effect on the environment.

**NAAQS** (National Ambient Air Quality Standards) - Air pollutant criteria established by the Environmental Protection Agency to monitor harmful air pollutants as required by the Clean Air Act.

**NAC** (Noise Abatement Criteria) - Federal and State Criteria used to determine noise thresholds. If noise levels exceed or approach the determined noise levels then reasonable and feasible mitigation is required.

**NDDB** (Natural Diversity Database) - A reference source maintained by the California Department of Fish and Game. It gives rough approximations of sensitive biological resources based on the United States Geological Survey Quad Maps.

**PSR** (Project Study Report) - Engineering report that documents agreements on: scope(description), schedule (timeline), estimated cost, and environmental determination.

**RTIP** (Regional Transportation Plan) – Long-term vision document (20 years) that outlines transportation goals, objectives, and policies for the SCAG region.

**SCAB** (Southcoast Air Basin) - Area under SCAQMD jurisdiction consists of Los Angeles, Orange, San Bernardino, and parts of Riverside Counties.

**SCAG** (Southern California Association of Governments) - Largest government council in the United States comprised of member cities from six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The council functions as a Metropolitan Planning Organization whose duties include: conduct research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

**SCAQMD** (Southcoast Air Quality Management District) - Air pollution control agency for the four county region including Los Angeles and Orange Counties and parts of Riverside and San Bernardino Counties.

**SHOPP** (State Highway Operations and Protections Programs) - Four-year biennial document prepared by Caltrans, includes Rehabilitation and Safety (RAS) and other highway construction projects.

**VTD** (Vehicle Trips per Day) - traffic engineers count of number of times a vehicle enters and exits a given facility in a given day.

## Appendix D

**United States Department of the Interior  
Fish and Wildlife Service  
Ecological Services\***

(Non-native plant species that should not be used in highway plantings)

<b>Scientific Name (origin)</b>	<b>Common Name</b>	<b>Family</b>
<i>Aptencia cordifolia</i> (South Africa)	dew plant	Aizoaceae
<i>Arctotheca calendula</i> (South Africa)	capeweed	Asteraceae
<i>Arctotis stoechadifolia</i> (South Africa)	large-flowered African daisy	Asteraceae
<i>Carpobrotus edulis</i> (South Africa)	hottentot fig	Aizoaceae
<i>Carpobrotus chinensis</i> (South Africa)	sea fig	Aizoaceae
<i>Cistus</i> spp. (Europe)	Rock rose	Cistaceae
<i>Cytisus</i> spp. (Europe)	Scotch or Spanish broom	Fabaceae
<i>Coreopsis gigantea</i> (no. Calif-hybridizes w/so. Cal sea dahlia)	giant sea dahlia	Asteraceae
<i>Cortaderia</i> spp. (Chile/Argentina)	pampas grass	Poaceae
<i>Dimorphotheca sinuata</i> (South Africa)	cape marigold	Asteraceae
<i>Drosanthemum</i> spp. (South Africa)	rosea iceplant	Aizoaceae
<i>Eucalyptus globosus</i> (Australia)	blue gum	Myrtaceae
<i>Gazania Linearis</i> (South Africa)	gazania	Asteraceae
<i>Genista</i> spp. (Canary Islands)	broom	Fabaceae
<i>Hedera helix</i> (Eurasia)	english ivy	Araliaceae
<i>Lampranthus coccineus</i> (South Africa)	iceplant	Aizoaceae
<i>Malephora crocea</i> (South Africa)	croceum ice plant	Aizoaceae
<i>Osteospermum ecklonis</i> (South Africa)	African daisy	Asteraceae
<i>Pennisetum</i> spp. (Africa)	Fountain grass	Poaceae



**United States Department of the Interior  
Fish and Wildlife Service  
Ecological Services\***

(Non-native plant species that should not be used in highway plantings)

Schinus molle (South America)	Peruvian pepper tree	Anacardiaceae
Schinus terebinthifolius (South America)	Brazilian pepper tree	Anacardiaceae
Spartium junceum (Mediterranean)	Spanish broom	Fabaceae
Trifolium fragiferum (Europe)	strawberry clover	Fabaceae
Trifolium hirtum "Hiron" (cultivar?)	Hyron rose clover	Fabaceae
Vinca major (Europe)	greater periwinkle	Apocynaceae

\*Source: U.S. Department of the Interior, Fish and Wildlife Service, Carlsbad Fish & Wildlife Service~Memo to Caltrans, dated September 9, 1998.

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**RATING DEFINITIONS:**

- "A"** - Eradication, containment, rejection, or other holding action at the state-county level. Quarantine interceptions to be rejected or treated at any point in the state.
- "B"** - Eradication, containment, control or other holding action at the discretion of the county commissioner.
- "C"** - State endorsed holding action and eradication only when found in a nursery; action to retard spread outside of nurseries at the discretion of the commissioner; reject only when found in a cropseed for planting or at the discretion of the commissioner.
- "Q"** - Temporary "A" action outside of nurseries at the state-county level pending determination of a permanent rating.  
Species on List 2, "Federal Noxious Weed Regulation" are given an automatic "Q" rating when evaluated in California.

STATE OF CALIFORNIA  
DEPARTMENT OF FOOD AND AGRICULTURE  
DIVISION OF PLANT HEALTH & PEST PREVENTION SERVICES

PEST RATINGS OF NOXIOUS WEED SPECIES  
AND NOXIOUS WEED SEED

List 1. ALPHABETICAL BY SCIENTIFIC NAME  
(SEE LIST 2 FOR DISCUSSION, SYNONYMS, MISAPPLICATIONS)

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
B	<i>Acacia paradoxa</i> DC.	kangaroothorn
A	<i>Acaena novae-zelandiae</i> Kirk	biddy-biddy
A	<i>Acaena pallida</i> (Kirk) J.W. Dawson	pale biddy-biddy
A	<i>Achnatherum brachychaetum</i> (Godr.) Barkworth	punagrass
B	<i>Acroptilon repens</i> (L.) DC.	Russian knapweed
B	<i>Aegilops cylindrica</i> Host	jointed goatgrass
B	<i>Aegilops ovata</i> L.	ovate goatgrass
B	<i>Aegilops triuncialis</i> L.	barb goatgrass
A	<i>Aeschynomene rudis</i> Benth.	rough jointvetch
A	<i>Alhagi maurorum</i> Medik.	camelthorn
B	<i>Allium paniculatum</i> L.	panicked onion
B	<i>Allium vineale</i> L.	wild garlic
A	<i>Alternanthera philoxeroides</i> (Mart.) Griseb.	alligatorweed
B	<i>Ambrosia trifida</i> L.	giant ragweed
B	<i>Araujia sericifera</i> Brot.	bladderflower
A	<i>Arctotheca calendula</i> (L.) Levyns	capeweed
Q	<i>Cabomba caroliniana</i> A. Gray	Carolina fanwort
B	<i>Cardaria chalepensis</i> (L.) Hand.-Mazz.	lens-podded hoarycress
B	<i>Cardaria draba</i> (L.) Desv.	heart-podded hoarycress
B	<i>Cardaria pubescens</i> (C.A. Mey.) Jarmol.	globe-podded hoarycress
A	<i>Carduus acanthoides</i> L.	plumeless thistle
A	<i>Carduus nutans</i> L.	musk thistle
C	<i>Carduus pycnocephalus</i> L.	Italian thistle

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
C	<i>Carduus tenuiflorus</i> Curtis	slenderflowered thistle
B	<i>Carthamus baeticus</i> (Boiss. & Reut.) Nyman	smooth distaff thistle
B	<i>Carthamus lanatus</i> L.	woolly distaff thistle
A	<i>Carthamus leucocaulos</i> Sibth. & Sm.	whitestem distaff thistle
C	<i>Cenchrus echinatus</i> L.	southern sandbur
C	<i>Cenchrus incertus</i> M. Curtis	coast sandbur
C	<i>Cenchrus longispinus</i> (Hackel) Fernald	mat sandbur
B	<i>Centaurea calcitrapa</i> L.	purple starthistle
A	<i>Centaurea diffusa</i> Lam.	diffuse knapweed
A	<i>Centaurea iberica</i> Trev. ex Spreng.	Iberian starthistle
A	<i>Centaurea maculosa</i> auct. non Lam.	spotted knapweed
C	<i>Centaurea solstitialis</i> L.	yellow starthistle
A	<i>Centaurea squarrosa</i> Willd.	squarrose knapweed
B	<i>Centaurea sulphurea</i> Willd.	Sicilian starthistle
A	<i>Chondrilla juncea</i> L.	skeletonweed
B	<i>Chorisporea tenella</i> (Pall.) DC.	purple mustard
B	<i>Cirsium arvense</i> (L.) Scop.	Canada thistle
Q	<i>Cirsium japonicum</i> DC.	Japanese thistle
A	<i>Cirsium ochrocentrum</i> A. Gray	yellowspine thistle
A	<i>Cirsium undulatum</i> (Nutt.) Spreng.	wavyleaf thistle
C	<i>Convolvulus arvensis</i> L.	field bindweed
B	<i>Coronopus squamatus</i> (Forskall) Asch.	swinecress
A	<i>Crupina vulgaris</i> Cass.	bearded creeper
A	<i>Cucumis melo</i> L. var. <i>dudaim</i> (L.) Naudin	dudaim melon
B	<i>Cucumis myriocarpus</i> Naudin	paddy melon
A	<i>Cuscuta reflexa</i> Roxb.	giant dodder
C	<i>Cuscuta</i> spp. [except <i>C. reflexa</i> Roxb.]	dodder
B	<i>Cynara cardunculus</i> L.	artichoke thistle

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
C	<i>Cynodon</i> spp. & hybrids	bermudagrasses
B	<i>Cyperus esculentus</i> L.	yellow nutsedge
B	<i>Cyperus rotundus</i> L.	purple nutsedge
C	<i>Cytisus scoparius</i> (L.) Link	Scotch broom
B	<i>Elytrigia repens</i> (L.) Desv.	quackgrass
A	<i>Euphorbia esula</i> L.	leafy spurge
B	<i>Euphorbia oblongata</i> Griseb.	oblong spurge
A	<i>Euphorbia serrata</i> L.	serrate spurge
Q	<i>Euphorbia terracina</i> L.	Geraldton carnation spurge
B	<i>Gaura coccinea</i> Pursh	scarlet gaura
B	<i>Gaura drummondii</i> (Spach) Torr. & A. Gray	Drummond's gaura
B	<i>Gaura sinuata</i> Ser.	wavy-leaved gaura
C	<i>Genista monspessulana</i> (L.) L.A.S. Johnson	French broom
B	<i>Gypsophila paniculata</i> L.	baby's breath
A	<i>Halimodendron halodendron</i> (Pall.) Voss	Russian salt tree
A	<i>Halogeton glomeratus</i> (M. Bieb.) C.A. Mey.	halogeton
A	<i>Helianthus ciliaris</i> DC.	blueweed
A	<i>Heteropogon contortus</i> (L.) Roem. & Schult.	tanglehead
A	<i>Hydrilla verticillata</i> (L.f.) Royle	hydrilla
C	<i>Hyoscyamus niger</i> L.	black henbane
C	<i>Hypericum perforatum</i> L.	Klamathweed
B	<i>Imperata brevifolia</i> Vasey	satintail
C	<i>Iris douglasiana</i> Herb.	Douglas iris
C	<i>Iris missouriensis</i> Nutt.	western blue flag
B	<i>Isatis tinctoria</i> L.	dyer's woad
C	<i>Iva axillaris</i> Pursh	povertyweed
B	<i>Lepidium latifolium</i> L.	perennial peppergrass
Q	<i>Limnobia spongia</i> (Bosc) Steud including <i>L. laevigatum</i> (Humb. & Bonpl. ex Willd.) Heine	spongeplant South American spongeplant



<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
Q	<i>Limnophila indica</i> (L.) Druce	ambulia
A	<i>Linaria genistifolia</i> (L.) Mill. subsp. <i>dalmatica</i> (L.) Maire & Petitm.	Dalmatian toadflax
B	<i>Lythrum salicaria</i> L.	purple loosestrife
C	<i>Malvella leprosa</i> (Ortega) Krapov.	alkali mallow
B	<i>Muhlenbergia schreberi</i> J.F. Gmelin	nimblewill
B	<i>Nothoscordum inodorum</i> (Ait.) G. Nicholson	false garlic
B	<i>Nymphaea mexicana</i> Zucc.	banana waterlily
Q	<i>Ononis alopecuroides</i> L.	foxtail restharrow
A	<i>Onopordum acanthium</i> L.	Scotch thistle
A	<i>Onopordum illyricum</i> L.	Illyrian thistle
A	<i>Onopordum tauricum</i> Willd.	Taurian thistle
A	<i>Orobanche cooperi</i> (A. Gray) A. Heller	Cooper's broomrape
A	<i>Orobanche ramosa</i> L.	branched broomrape
B	<i>Oryza rufipogon</i> Griff.	perennial wild red rice
B	<i>Panicum antidotale</i> Retz.	blue panicgrass
A	<i>Peganum harmala</i> L.	harmel
C	<i>Pennisetum clandestinum</i> Chiov.	Kikuyugrass
A	<i>Physalis longifolia</i> Nutt.	long-leaf groundcherry
B	<i>Physalis viscosa</i> L.	grape groundcherry
Q	<i>Pistia stratiotes</i> L.	water lettuce
C	<i>Polygonum amphibium</i> L. var. <i>emersum</i> Michx.	kelp
B	<i>Polygonum cuspidatum</i> Siebold & Zucc.	Japanese knotweed
B	<i>Polygonum polystachyum</i> C.F.W. Meissn.	Himalayan knotweed
B	<i>Polygonum sachalinense</i> Maxim.	giant knotweed
A	<i>Prosopis strombulifera</i> (Lam.) Benth.	creeping mesquite
B	<i>Rorippa austriaca</i> (Crantz) Besser	Austrian field cress
Q	<i>Rorippa sylvestris</i> (L.) Besser	creeping yellow field cress

<b><u>RATING</u></b>	<b><u>SCIENTIFIC NAME</u></b>	<b><u>COMMON NAME</u></b>
Q	<i>Salsola collina</i> Benth.	spineless Russianthistle
A	<i>Salsola vermiculata</i> L.	wormleaf saltwort
C	<i>Salsola paulsenii</i> L.	barbwire Russianthistle
C	<i>Salsola tragus</i> L.	common Russianthistle
B	<i>Salvia aethiopis</i> L.	Mediterranean sage
A	<i>Salvia virgata</i> Jacq.	southern meadow sage
Q	<i>Salvinia auriculata</i> Aubl. complex [including <i>S. auriculata</i> , <i>S. molesta</i> , <i>S. biloba</i> , <i>S. herzogii</i> ]	salvinia
A	<i>Scolymus hispanicus</i> L.	golden thistle
B	<i>Senecio jacobaea</i> L.	tansy ragwort
B	<i>Senecio squalidus</i> L.	Oxford ragwort
B	<i>Setaria faberi</i> R. Herm.	giant foxtail
A	<i>Solanum cardiophyllum</i> Lindl.	heartleaf nightshade
B	<i>Solanum carolinense</i> L.	Carolina horsenettle
A	<i>Solanum dimidiatum</i> Raf.	Torrey's nightshade
B	<i>Solanum elaeagnifolium</i> Cav.	white horsenettle
B	<i>Solanum lanceolatum</i> Cav.	lanceleaf nightshade
B	<i>Solanum marginatum</i> L.f.	white-margined nightshade
A	<i>Sonchus arvensis</i> L.	perennial sowthistle
C	<i>Sorghum halepense</i> (L.) Pers.	Johnsongrass
A	<i>Sphaerophysa salsula</i> (Pall.) DC.	Austrian peaweed
A	<i>Striga asiatica</i> (L.) Kuntze	witchweed
B	<i>Symphytum asperum</i> Lepechin	rough comfrey
C	<i>Taeniatherum caput-medusae</i> (L.) Nevski	medusahead
A	<i>Tagetes minuta</i> L.	wild marigold
C	<i>Tribulus terrestris</i> L.	puncturevine
B	<i>Ulex europaeus</i> L.	gorse
B	<i>Viscum album</i> L.	European mistletoe
A	<i>Zygophyllum fabago</i> L.	Syrian beancaper

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
B	<i>Ambrosia trifida</i> L. <u>sensu lato</u> [including material referable to <i>A. t.</i> var. <i>aptera</i> Ktze.; var. <i>heterophylla</i> Ktze; var. <i>integrifolia</i> (Muhl. ex Willd.) Torr. & A. Gray; forma <i>integrifolia</i> (Muhl. ex Willd.) Fern.; var. <i>normalis</i> Ktze; var. <i>polyploidea</i> Rousseau; var. <i>texana</i> Scheele]	giant ragweed
B	<i>Araujia sericifera</i> Brot. [ <i>A. sericofera</i> (orthographic variant, see Forster & Bruyns, 1992, Taxon 41:746-749); sometimes sold as <i>Schubertia albens</i> sensu auct. (nomen nudum)]	bladderflower
A	<i>Arctotheca calendula</i> (L.) Levyns [as seed or fertile plants] [ <i>Arctotis calendula</i> L.; <i>Cryptostemma calendulaceum</i> (L.) R.Br.]	capeweed
Q	<i>Cabomba caroliniana</i> A. Gray	Carolina fanwort
B	<i>Cardaria chalepensis</i> (L.) Hand.-Mazz. [ <i>Lepidium chalepense</i> L. non Fisch ex DC. nec Ledeb.;	lens-podded hoarycress
B	<i>Cardaria draba</i> (L.) Desv. [ <i>Lepidium draba</i> L.; <i>Cochlearia d.</i> (L.) L.; <i>Nasturtium d.</i> (L.) Crantz; <i>Jundzillia d.</i> (L.) Andrz.]	heart-podded hoarycress
B	<i>Cardaria pubescens</i> (C.A. Mey.) Jarmol. [ <i>Hymenophysa pubescens</i> C.A. Mey.; <i>Cardaria p.</i> (C.A. Mey.) Rollins, nomen invalid, later homonym; <i>Cardaria p.</i> var. <i>elongata</i> Rollins]	globe-podded hoarycress
A	<i>Carduus acanthoides</i> L. <u>sensu lato</u> [non <i>C. acanthoides</i> Gren. & Godr.; non Hornem.; non Huds.; non Urv.; <i>C. a.</i> forma <i>albiflora</i> (L.) Gross; <i>C. a.</i> forma <i>mulligamii</i> B. Boivin; <i>C. a.</i> forma <i>ochranthus</i> Wallr.; <i>C. fortior</i> Klokov; <i>C. camporum</i> Boiss.; <i>C. velebiticus</i> Borbás; <i>Carduus murfatlari</i> Nyár. & Prodán; <i>Carduus crispus</i> auct. non L.]	plumeless thistle
A	<i>Carduus nutans</i> L. <u>sensu lato</u> [ <i>C. leiophyllus</i> Petrovic; <i>C. n.</i> var. <i>leiophyllus</i> (Petrovic) auct. (a nomen nudum mistakenly attributed to Arenes); <i>C. n.</i> subsp. <i>leiophyllus</i> (Petrovic) Stoj. & Stef.; <i>C. thoermeri</i> Weinm.; <i>C. n.</i> var. <i>vestitus</i> (Hallier) Boivin; <i>C. n.</i> var. <i>macrocephalus</i> (Desf.) Boivin; <i>C. n.</i> ssp. <i>macrocephalus</i> (Desf.) Nyman; <i>C. macrocephalus</i> Desf.; <i>C. n.</i> ssp. <i>macrolepis</i> (Peterm.) Kazmi; <i>C. macrolepis</i> Peterm.; <i>C. n.</i> var. <i>armenus</i> Boiss.; <i>C. n.</i> var. <i>songaricus</i> Winkl. ex O. Fedtsch. & B. Fedtsch.; <i>C. songaricus</i> (Winkl. ex O. Fedtsch. & B. Fedtsch.) Tamamsch.]	musk thistle
C	<i>Carduus pycnocephalus</i> L. [ <i>C. pycnocephalus</i> subsp. <i>albidus</i> (Bieb.) Kazmi; <i>C. albidus</i> M.Bieb.; <i>C. p.</i> subsp. <i>cinereus</i> (Bieb.) P.H. Davis; <i>C. cinereus</i> sensu M.Bieb.]	Italian thistle
C	<i>Carduus tenuiflorus</i> Curtis [ <i>C. pycnocephalus</i> L. var. <i>tenuiflorus</i> (Curtis) Fiori; <i>C. malacitanus</i> Boiss. & Reut.; <i>C. sardous</i> DC.]	slenderflowered thistle
B	<i>Carthamus baeticus</i> (Boiss. & Reut.) Nyman [ <i>Carduus baeticus</i> Boiss. & Reut.; <i>Kentrophyllum baeticum</i> (Boiss. & Reut) Boiss. & Reut.; <i>Carthamus lanatus</i> ssp. <i>baeticus</i> (Boiss. & Reuter) Nyman]	smooth distaff thistle
B	<i>Carthamus lanatus</i> L. [ <i>C. lanatus</i> ssp. <i>creticus</i> (L.) Holmboe; <i>C. creticus</i> L.]	woolly distaff thistle
A	<i>Carthamus leucocaulos</i> Sibth. & Sm.	whitestem distaff thistle
C	<i>Cenchrus echinatus</i> L.	southern sandbur
C	<i>Cenchrus incertus</i> M. Curtis [ <i>C. pauciflorus</i> Benth.; <i>C. spinifex</i> auct. N. Am. non Cav.; <i>C. parviceps</i> Shinn.]	coast sandbur

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
C	<i>Cenchrus longispinus</i> (Hackel) Fernald [ <i>C. pauciflorus</i> auct. non Benth.; <i>Cenchrus echinatus</i> L. forma <i>longispinus</i> Hackel]	mat sandbur
B	<i>Centaurea calcitrapa</i> L.	purple starthistle
A	<i>Centaurea diffusa</i> Lam.	diffuse knapweed
A	<i>Centaurea iberica</i> Trev. ex Spreng. <u>sensu lato</u> [includes <i>C. i.</i> ssp. <i>holzmanniana</i> (Boiss.) Dostal]	Iberian starthistle
A	<i>Centaurea maculosa</i> auct. non Lam. [The proper scientific name for "spotted knapweed" in North America is apparently <i>C. stoebe</i> L. ssp. <i>micranthos</i> (Gugler) Hayek. See discussion on the introductory pages to this list. Until the 2001 list is developed, we will continue to use <i>C. maculosa</i> . An updated synonymy will be provided in 2001.]	spotted knapweed
C	<i>Centaurea solstitialis</i> L. <u>sensu lato</u> [including individuals referable to <i>C. s.</i> ssp. <i>schouwii</i> (DC.) Dostal; <i>C. s.</i> ssp. <i>erythracantha</i> (Halacsy) Dostal.; <i>C. s.</i> ssp. <i>solstitialis</i> sensu Vol. V, Flora Europaea, Heywood et al. eds. 1976; <i>C. s.</i> ssp. <i>adamii</i> (Willd.) Nyman (this variant possibly not in California). All but the latter variant appear randomly throughout the State.]	yellow starthistle
A	<i>Centaurea squarrosa</i> Willd. non Roth [ <i>C. virgata</i> Lam. var. <i>squarrosa</i> (Willd.) Boiss., non <i>C. squarrosa</i> Roth ( <i>Catalecta fasc. ii.</i> , p. 118. 1800) (= <i>C. virgata</i> Lam.); <i>C. triumphetii</i> auct. N.Am. non All.]	squarrose knapweed
B	<i>Centaurea sulphurea</i> Willd. [ <i>C. sicula</i> sensu auct. Ca., non L.]	Sicilian starthistle
A	<i>Chondrilla juncea</i> L.	skeletonweed
B	<i>Chorispora tenella</i> (Pall.) DC. [ <i>Raphanus tenellus</i> Pall.]	purple mustard
B	<i>Cirsium arvense</i> (L.) Scop. [ <i>Serratula arvensis</i> L.; <i>Breia arvensis</i> (L.) Less.; <i>Carduus arvensis</i> (L.) Robson; <i>Cephalonoplos arvensis</i> (L.) Fourr.; <i>Cnicus arvensis</i> (L.) Hoffm.; <i>Cirsium arvense</i> var. <i>setosum</i> Ledeb., and all other proposed infraspecific taxa not listed here.; <i>Cephalonoplos setosus</i> (Ledeb.) Kitamura; <i>Cirsium ochrolepideum</i> Juz.; <i>Cephalonoplos ochrolepideum</i> (Juz.) Juz.]	Canada thistle
Q	<i>Cirsium japonicum</i> DC. [ <i>Cnicus japonicus</i> (DC.) Maxim.; <i>Cnicus j.</i> var. <i>intermedius</i> Maxim; <i>Cirsium lacinulatum</i> Nakai; <i>Cirsium senile</i> Nakai; <i>Cirsium maackii</i> var. <i>kiusianum</i> Nakai; rating includes the following intraspecific taxa: <i>Cirsium japonicum</i> var. <i>horridum</i> Nakai; <i>C. j.</i> var. <i>ussuriense</i> (Regel) Kitam.; <i>C. j.</i> var. <i>ibukiense</i> Nakai; <i>C. j.</i> var. <i>vestitum</i> Kitam.; <i>C. j.</i> var. <i>diabolicum</i> (Kitam.) Kitam.]	Japanese thistle
A	<i>Cirsium ochrocentrum</i> A. Gray [ <i>Cnicus ochrocentrus</i> (A. Gray) A. Gray]	yellowspine thistle
A	<i>Cirsium undulatum</i> (Nutt.) Spreng. [ <i>Carduus undulatus</i> Nutt.; includes <i>C. undulatum</i> var. <i>albescens</i> D.C. Eat.; <i>C. u.</i> var. <i>ciliolatum</i> Hend.; <i>C. u.</i> var. <i>megacephalum</i> (A. Gray) Fern.; <i>C. u.</i> var. <i>tracyi</i> (Rydb.) Welsh]	wavyleaf thistle
C	<i>Convolvulus arvensis</i> L.	field bindweed

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
B	<i>Coronopus squamatus</i> (Forskall) Asch. [ <i>Lepidium squamatum</i> Forskall; <i>Coronopus procumbens</i> Gilib.; <i>Cochlearia coronopus</i> L.; <i>Senebiera coronopus</i> (L.) Poir. <i>Carara coronopus</i> (L.) Medic.; <i>Myagrum coronopus</i> (L.) Crantz; <i>Coronopus coronopus</i> (L.) Karst., nomen invalid (tautonym); <i>Coronopus coronopus</i> (L.) Britt., nomen invalid (tautonym, later homonym)]	swinecress
A	<i>Crupina vulgaris</i> Cass.	bearded creeper
A	<i>Cucumis melo</i> L. var. <i>dudaim</i> (L.) Naudin [ <i>Cucumis dudaim</i> L.]	dudaim melon
B	<i>Cucumis myriocarpus</i> Naudin	paddy melon
A	<i>Cuscuta reflexa</i> Roxb.	giant dodder
C	<i>Cuscuta</i> spp. [except <i>C. reflexa</i> Roxb.] [Although there are only 14 native and one (1) introduced <i>Cuscuta</i> taxa in California, of which only <i>C. approximata</i> Bab. (introduced), <i>C. indecora</i> Choisy and <i>C. pentagona</i> Engelm. (both native) consistently parasitize cultivated material, this rating applies to any <i>Cuscuta</i> material except <i>C. reflexa</i> above.	dodder
B	<i>Cynara cardunculus</i> L. [ <i>C. horrida</i> Ait.]	artichoke thistle
C	<i>Cynodon</i> spp. & hybrids [Although only <i>C. dactylon</i> (L.) Pers., <i>C. plectostachyus</i> (Schumann) Engelm. and <i>C. transvaalensis</i> Burt Davy are currently found in California, this rating applies to all <i>Cynodon</i> spp.]	bermudagrasses
B	<i>Cyperus esculentus</i> L. [ <i>Pycneus esculentus</i> (L.) Hayek; <i>Cyperus melanorhizus</i> Delile, <i>Cyperus aureus</i> Ten., non Georgi; includes <i>C. esculentus</i> var. <i>sativus</i> Boeckeler - cultivated form with larger, more elongate tubers; <i>C. e.</i> var. <i>heermannii</i> (Buckl.) Britt.; var. <i>leptostachyus</i> Boeckeler; var. <i>macrostachyus</i> Boeckeler]	yellow nutsedge
B	<i>Cyperus rotundus</i> L. [ <i>Pycneus rotundus</i> (L.) Hayek]	purple nutsedge
C	<i>Cytisus scoparius</i> (L.) Link [ <i>Spartium scoparium</i> L.; <i>Genista scoparia</i> (L.) Lam., non Vill. <u>sensu lato</u> ; <i>Genista scoparia</i> Vill. (invalid); <i>Sorothamnus scoparius</i> (L.) Wimmer & Koch; <i>C. scoparius</i> ssp. <i>cantabricus</i> (Willk.) M. Lainz ex Rivas-Martinez, Izco & M. Coste; <i>Sorothamnus cantabricus</i> Willk.; <i>C. scoparius</i> ssp. <i>reverchonii</i> (Degen & Hervier) Rivas Goday & Rivas-Martinez; <i>Sorothamnus riverchonii</i> Degen & Hervier; <i>C. scoparius</i> var. <i>andreasianus</i> (Puis.) Dippel, and ssp. <i>maritimus</i> (Rouy) Heywood, <i>Genista scoparia</i> (L.) Lam. var. <i>maritima</i> Rouy]	Scotch broom
B	<i>Elytrigia repens</i> (L.) Desv. [ <i>Agropyron repens</i> (L.) P. Beauv.; <i>Elymus repens</i> (L.) Gould, <i>Triticum repens</i> L.]	quackgrass
A	<i>Euphorbia esula</i> L. [ <i>E. e.</i> var. <i>orientalis</i> Boiss.; var. <i>uralensis</i> (Fisch. ex Link) Dorn]	leafy spurge
B	<i>Euphorbia oblongata</i> Griseb. [ <i>E. platyphylla</i> sensu auct. Ca., non L.]	oblong spurge
A	<i>Euphorbia serrata</i> L.	serrate spurge
Q	<i>Euphorbia terracina</i> L.	Geraldton carnation spurge



<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
B	<i>Gaura coccinea</i> Pursh [( <i>G. odorata</i> Sesse ex Lag.); native to California; may invade rangelands]	scarlet gaura
B	<i>Gaura drummondii</i> (Spach) Torr. & A. Gray [ <i>G. odorata</i> auct. non Sesse ex Lag.]	Drummond's gaura
B	<i>Gaura sinuata</i> Ser.	wavy-leaved gaura
C	<i>Genista monspessulana</i> (L.) L.A.S. Johnson [ <i>Cytisus monspessulanus</i> L.]	French broom
B	<i>Gypsophila paniculata</i> L. <u>sensu lato</u> [includes <i>G. p.</i> var. <i>hungarica</i> Borbás]	baby's breath
A	<i>Halimodendron halodendron</i> (Pall.) Voss [including <i>H. halodendron</i> var. <i>albiflorum</i> (Kar. & Kir.) Prjech.; <i>Robinia halodendrum</i> Pall.; <i>H. halodendron</i> Druce (nomen invalid); <i>Caragana argenteum</i> Lam. <i>H. argenteum</i> (Lam.) DC., including <i>H. argenteum</i> var. <i>albiflorum</i> Kar. & Kir.; <i>H. triflorum</i> Willd. ex Link; <i>H. subvirescens</i> G. Don; <i>H. cuspidatum</i> Jaub. et Spach; <i>H. marginatum</i> Jaub. et Spach]	Russian salt tree
A	<i>Halogeton glomeratus</i> (M. Bieb.) C.A. Mey. [ <i>Anabasis glomerata</i> M. Bieb.; <i>Salsola glomerata</i> (M. Bieb.) Steph. ex Ldb.]	halogeton
A	<i>Helianthus ciliaris</i> DC.	blueweed
A	<i>Heteropogon contortus</i> (L.) Roem. & Schult. [ <i>Andropogon contortus</i> L.; <i>Holcus contortus</i> (L.) Kuntze ex Stuck.; <i>Sorghum contortum</i> (L.) Kuntze; <i>Heteropogon hirtus</i> Pers. (nomen illeg.); <i>H. glaber</i> Pers. (nomen illeg.); <i>Andropogon c.</i> var. <i>glaber</i> Hack.; <i>Heteropogon contortus</i> var. <i>glaber</i> Hack.]	tanglehead
A	<i>Hydrilla verticillata</i> (L.f.) Royle [ <i>Serpicula verticillata</i> L.f.]	hydrilla
C	<i>Hyoscyamus niger</i> L.	black henbane
C	<i>Hypericum perforatum</i> L.	Klamathweed
B	<i>Imperata brevifolia</i> Vasey ( <i>I. hookeri</i> Rupr. ex Hackel; <i>I. arundinacea</i> Cirillo subsp. <i>hookeri</i> (Rupr. ex Hackel) Rupr. ex Anders.)	satintail
C	<i>Iris douglasiana</i> Herb.	Douglas iris
C	<i>Iris missouriensis</i> Nutt.	western blue flag
B	<i>Isatis tinctoria</i> L.	dyer's woad
C	<i>Iva axillaris</i> Pursh <u>sensu lato</u> [includes <i>I. a.</i> var. <i>robustior</i> Hook.; <i>I. a.</i> subsp. <i>robustior</i> (Hook.) Bassett]	povertyweed
B	<i>Lepidium latifolium</i> L. [numerous infraspecific taxa described in the Old World, including <i>L. l.</i> var. <i>velutinum</i> Hayek ex Thell. of which to date only the typical has been found in California]	perennial peppercress

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
Q	<i>Limnobium spongia</i> (Bosc) Steud <u>sensu lato</u> including <i>L. laevigatum</i> (Humb. & Bonpl. ex Willd.) Heine [often sold as <i>Hydrocharis morsus-ranae</i> L. (auct. non).; <i>L. spongia</i> subsp. <i>laevigatum</i> (Humb. & Bonpl. ex Willd.) Lowden; <i>Hydromystria laevigata</i> (Humb. & Bonpl. ex Willd.) Hunz.]	spongeplant South American spongeplant
Q	<i>Limnophila indica</i> (L.) Druce [ <i>Hottonia indica</i> L.; <i>Ambulia indica</i> (L.) W.F. Wight; <i>Terebinthina indica</i> (L.) Kuntze; <i>L. gratioloides</i> R. Br.; <i>Ambulia gratioloides</i> (R. Br.) Baill.; also including <i>L. × ludoviciana</i> Thieret (= <i>L. indica</i> × <i>L. sessiliflora</i> Blume)]	ambulia
A	<i>Linaria genistifolia</i> (L.) Mill. subsp. <i>dalmatica</i> (L.) Maire & Petitm. [ <i>Antirrhinum dalmaticum</i> L.; <i>Linaria dalmatica</i> (L.) Mill. <u>sensu lato</u> ]	Dalmatian toadflax
B	<i>Lythrum salicaria</i> L.	purple loosestrife
C	<i>Malvella leprosa</i> (Ortega) Krapov. [ <i>Malva leprosa</i> Orteg.; <i>Sida leprosa</i> (Orteg.) K. Schum.; <i>Sida leprosa</i> var. <i>hederacea</i> (Dougl. ex Hook.) K. Schum.]	alkali mallow
B	<i>Muhlenbergia schreberi</i> J.F. Gmelin	nimblewill
B	<i>Nothoscordum inodorum</i> (Ait.) G. Nicholson [ <i>Allium inodorum</i> Ait.; <i>Allium neapolitanum</i> Cirillo pro parte]	false garlic
B	<i>Nymphaea mexicana</i> Zucc.	banana waterlily
Q	<i>Ononis alopecuroides</i> L. [ <i>O. salzmanniana</i> Boiss. & Reut. non sensu Ivimey-Cook in Flora Europaea V. 2, 1968]	foxtail restharrow
A	<i>Onopordum acanthium</i> L. <u>sensu lato</u> [including the numerous infraspecific taxa recognized in the Old World, of which to date only the typical has been found in N. America]	Scotch thistle
A	<i>Onopordum illyricum</i> L.	Illyrian thistle
A	<i>Onopordum tauricum</i> Willd.	Taurian thistle
A	<i>Orobanche cooperi</i> (A. Gray) A. Heller [ <i>Aphyllon cooperi</i> A. Gray; <i>Myzorrhiza cooperi</i> (A. Gray) Rydb.; <i>O. ludoviciana</i> Nutt. var. <i>cooperi</i> (A. Gray) Beck; <i>O. ludoviciana</i> var. <i>latiloba</i> Munz] [native to California, may parasitize agricultural crops]	Cooper's broomrape
A	<i>Orobanche ramosa</i> L.	branched broomrape
B	<i>Oryza rufipogon</i> Griff. [provisionally non <i>Oryza sativa</i> L. forma <i>spontanea</i> Roshev 1931, non Backer, 1928. Roshev's type not seen by Duistermaat (Blumea 32: 157-193, 1987)]	perennial wild red rice
B	<i>Panicum antidotale</i> Retz.	blue panicgrass
A	<i>Peganum harmala</i> L. [including <i>P.h.</i> var. <i>stenophyllum</i> Boiss. and <i>P.h.</i> var. <i>multisecta</i> Maxim. described from the Old World, but not (yet) recorded for North America]	harmel
C	<i>Pennisetum clandestinum</i> Chiov.	Kikuyugrass

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
A	<i>Physalis longifolia</i> Nutt. [ <i>Physalis virginiana</i> Mill. var. <i>sonorae</i> (Torr.) Waterf.; <i>P. pumila</i> Nutt. var. <i>sonorae</i> Torr.; <i>P. rigida</i> Pollard & Ball]	long-leaf groundcherry
B	<i>Physalis viscosa</i> L.	grape groundcherry
Q	<i>Pistia stratiotes</i> L.	water lettuce
C	<i>Polygonum amphibium</i> L. var. <i>emersum</i> Michx. [ <i>P. coccineum</i> Muhl. ex Willd.]	kelp
B	<i>Polygonum cuspidatum</i> Siebold & Zucc.	Japanese knotweed
B	<i>Polygonum polystachyum</i> C.F.W. Meissn.	Himalayan knotweed
B	<i>Polygonum sachalinense</i> Maxim.	giant knotweed
A	<i>Prosopis strombulifera</i> (Lam.) Benth. [ <i>Mimosa strombulifera</i> Lam.]	creeping mesquite
B	<i>Rorippa austriaca</i> (Crantz) Besser [ <i>Nasturtium austriacum</i> Crantz]	Austrian field cress
Q	<i>Rorippa sylvestris</i> (L.) Besser [ <i>Sisymbrium sylvestre</i> L.]	creeping yellow field cress
Q	<i>Salsola collina</i> Benth.	spineless Russianthistle
A	<i>Salsola vermiculata</i> L. [California material may be the segregate species <i>S. damascena</i> Botsch <u>sensu stricto</u> cf. Mosyakin, S.L., Ann. Missouri Bot. Gard. 83: 387-395. 1996. Synonymy for <i>S. damascena</i> follows Mosyakin op. cit.: = <i>S. rigida</i> Pall. var. <i>tenuifolia</i> Boiss. pro parte; <i>S. rigida</i> Pall. subsp. <i>tenuifolia</i> (Boiss.) Botsch. pro parte auct. non Delile pro parte, <i>S. vermiculata</i> L. subsp. <i>villosa</i> auct. non (Delile) Eig pro parte].	wormleaf saltwort
C	<i>Salsola paulsenii</i> L. [ <i>S. pellucida</i> D.I. Litvinov]	barbwire Russianthistle
C	<i>Salsola tragus</i> L. [ <i>S. australis</i> R. Br.; <i>S. iberica</i> (Sennen & Pau) Botsch.; <i>S. kali</i> auct. non L.; <i>S. ruthenica</i> Iljin in B. Keller et al. as used in numerous references; <i>S. pestifer</i> A. Nelson; all cf. Mosyakin, S.L., op. cit.]	common Russianthistle
B	<i>Salvia aethiopis</i> L.	Mediterranean sage
A	<i>Salvia virgata</i> Jacq. [ <i>S. pratensis</i> L. pro parte; some specimens appear referable to <i>Salvia</i> × <i>superba</i> Stapf non Hort. ex Vilm., a hybrid between <i>S. nemorosa</i> L. and <i>S. pratensis</i> L. s.s., our material fide Ian Hedge, RBG Edinburgh as <i>S. virgata</i> Jacq.]	southern meadow sage
Q	<i>Salvinia auriculata</i> Aubl. <u>sensu lato</u> [includes <i>S. auriculata</i> Aubl. s.s.; <i>S. biloba</i> Raddi; <i>S. herzogii</i> de la Sota; and <i>S. molesta</i> D.S. Mitch.]	salvinia
A	<i>Scolymus hispanicus</i> L.	golden thistle

<u>RATING</u>	<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
B	<i>Senecio jacobaea</i> L. [ <i>S. j.</i> var. <i>flosculosum</i> DC.; <i>S. j.</i> var. <i>grandiflorus</i> Korsh, non Turz. ex DC.; <i>S. j.</i> var. <i>g.</i> Turz ex DC. non Korsh.; <i>S. jacobaeoides</i> Willk.; <i>S. foliosus</i> Salzm. ex DC. non Colm.; <i>S. foliosus</i> Colm., non Salzm. ex DC.]	tansy ragwort
B	<i>Senecio squalidus</i> L. [ <i>S. laciniatus</i> S.F. Gray; <i>S. nebrodensis</i> auct. non L.]	Oxford ragwort
B	<i>Setaria faberi</i> R. Herrm. [ <i>S. macrocarpa</i> Luchnik]	giant foxtail
A	<i>Solanum cardiophyllum</i> Lindl. [may = <i>S. boldoense</i> Dunal]	heartleaf nightshade
B	<i>Solanum carolinense</i> L. [including <i>S. c.</i> var. <i>floridanum</i> (Shuttlw. ex Dunal) Chapman; <i>S. c.</i> var. <i>hirsutum</i> (Nutt.) A. Gray]	Carolina horsenettle
A	<i>Solanum dimidiatum</i> Raf.	Torrey's nightshade
B	<i>Solanum elaeagnifolium</i> Cav. [ <i>S. dealbatum</i> Lindl.; <i>S. obtusifolium</i> Dunal; <i>S. elaeagnifolium</i> var. <i>obtusifolium</i> (Dunal) Dunal; <i>S. flavidum</i> Torr.; <i>S. saponaceum</i> Dunal; <i>S. texense</i> Engelm. & A. Gray; <i>S. elaeagnifolium</i> forma <i>benkei</i> Standl.; <i>S. e.</i> var. <i>angustifolium</i> Kuntze; <i>S. e.</i> var. <i>argyrocroton</i> Griseb.; <i>S. e.</i> var. <i>grandiflorum</i> Griseb.; <i>S. e.</i> var. <i>ovalifolium</i> Kuntze; <i>S. leprosum</i> Ortega; <i>S. elaeagnifolium</i> var. <i>leprosum</i> (Ortega) Dunal]	white horsenettle
B	<i>Solanum lanceolatum</i> Cav., non Ruiz & Pavon, 1799 [ <i>S. densiflorum</i> M. Martens & Galeottii; <i>S. floccosum</i> M. Martens & Galeottii; <i>S. hartwegii</i> Benth.; <i>S. mexicanum</i> Dunal; <i>S. schiedeana</i> Schltdl.]	lanceleaf nightshade
B	<i>Solanum marginatum</i> L.f.	white-margined nightshade
A	<i>Sonchus arvensis</i> L. [ <i>Hieracium arvense</i> (L.) Scop.; including <i>S. brachyotus</i> DC.; <i>S. arvensis</i> forma <i>brachyotus</i> (DC.) Kirp.; <i>S. a.</i> ssp. <i>brachyotus</i> (DC.) Kitam.; <i>S. uliginosus</i> M. Bieb.; <i>S. arvensis</i> ssp. <i>uliginosus</i> (M. Bieb.) H. Neumayer; <i>S. a.</i> var. <i>uliginosus</i> (M. Bieb.) Trautv.; <i>S. a.</i> var. <i>glabrescens</i> Gunth., Grab. & Wimm.; <i>S. a.</i> forma <i>glabrescens</i> (Gunth., Grab. & Wimm.) Kirp.; <i>S. a.</i> var. <i>laevipes</i> Boiss., non Koch, 1837; <i>S. a.</i> var. <i>laevipes</i> Koch, non Boiss. 1875; <i>S. a.</i> var. <i>maritimus</i> Wahlenb. <i>S. a.</i> var. <i>shumovichii</i> B. Boivin.]	perennial sowthistle
C	<i>Sorghum halepense</i> (L.) Pers. [ <i>Holcus halepensis</i> L.; applies also to other perennial <i>Sorghum</i> spp. including but not limited to <i>Sorghum alnum</i> Parodi]	Johnsongrass
A	<i>Sphaerophysa salsula</i> (Pall.) DC. [ <i>Phaca salsula</i> Pall.; <i>Swainsona salsula</i> (Pall.) Taubert in Engl. & Prantl]	Austrian peaweed
A	<i>Striga asiatica</i> (L.) Kuntze [ <i>Buchnera asiatica</i> L.; <i>S. lutea</i> Lour.]	witchweed
B	<i>Symphytum asperum</i> Lepechin [ <i>S. armeniacum</i> Bucknall]	rough comfrey
C	<i>Taeniatherum caput-medusae</i> (L.) Nevski [ <i>Elymus caput-medusae</i> L.; <i>Hordeum caput-medusae</i> (L.) Crosson & Durand; <i>Cuviera caput-medusae</i> (L.) Simk. <i>Taeniatherum asperum</i> (Simk.) Nevski; <i>T. caput-medusae</i> subsp. <i>asperum</i> (Simk.) Melderis; <i>Taeniatherum crinitum</i> (Schreb.) Nevski var. <i>caput-medusae</i> (L.) Wipff]	medusahead

### List 3. FEDERAL NOXIOUS WEED REGULATION. 7 CFR 360

The following plants, seeds, or other parts capable of propagation are within the definition of a "noxious weed" under the Federal Noxious Weed Act of 1974 (7 USC 2802(c)). Listed noxious weeds may be moved into or through the United States only under permit from the USDA Plant Protection and Quarantine programs, and under conditions that would not involve a danger of disseminating the weeds.

a. Aquatic Weeds:

*Azolla pinnata*  
*Eichhornia azurea*  
*Hydrilla verticillata*  
*Hygrophila polysperma*  
*Ipomoea aquatica*  
*Lagarosiphon major*  
*Limnophila sessiliflora*  
*Monochoria hastata*  
*Monochoria vaginalis*  
*Ottelia alismoides*  
*Sagittaria sagittifolia*  
*Salvinia auriculata*  
*Salvinia biloba*  
*Salvinia herzogii*  
*Salvinia molesta*  
*Sparganium erectum*

b. Parasitic Weeds:

*Aeginetia* spp.  
*Alectra* spp.  
*Cuscuta* spp. (See 7 CFR 360.200 for 53 exceptions)  
*Orobancha* spp. (See 7 CFR 360.200 for 13 exceptions)  
*Striga* spp.

c. Terrestrial Weeds:

*Ageratina adenophora*  
*Alternanthera sessilis*  
*Asphodelus fistulosus*  
*Avena sterilis* (including *A. ludoviciana*)  
*Borreria alata*  
*Carthamus oxyacantha*  
*Chrysopogon aciculatus*  
*Commelina benghalensis*  
*Crupina vulgaris*  
*Digitaria scalarum*  
*Digitaria velutina*  
*Drymaria arenarioides*  
*Emex australis*  
*Emex spinosa*  
*Galega officinalis*  
*Heracleum mantegazzianum*



Federal Noxious Weed Regulation (Continued)

*Imperata brasiliensis*  
*Imperata cylindrica*  
*Ipomoea triloba*  
*Ischaemum rugosum*  
*Leptochloa chinensis*  
*Lycium ferocissimum*  
*Melaleuca quinquenervia*  
*Melastoma malabathricum*  
*Mikania cordata*  
*Mikania micrantha*  
*Mimosa invisa*  
*Mimosa pigra* var. *pigra*  
*Nassella trichotoma*  
*Opuntia aurantiaca*  
*Oryza longistaminata*  
*Oryza punctata*  
*Oryza rufipogon*  
*Paspalum scrobiculatum*

*Pennisetum clandestinum*  
*Pennisetum macrourum*  
*Pennisetum pedicellatum*  
*Pennisetum polystachion*  
*Prosopis alata*  
*Prosopis argentina*  
*Prosopis articulata*  
*Prosopis burkartii*  
*Prosopis caldenia*  
*Prosopis calingastana*  
*Prosopis campestris*

*Prosopis castellanosi*  
*Prosopis denudans*  
*Prosopis elata*  
*Prosopis farcta*  
*Prosopis ferox*  
*Prosopis fiebrigii*  
*Prosopis hassleri*  
*Prosopis humilis*  
*Prosopis kuntzei*  
*Prosopis pallida*  
*Prosopis palmeri*  
*Prosopis reptans*  
*Prosopis rojasiana*  
*Prosopis ruizleali*  
*Prosopis ruscifolia*  
*Prosopis sericantha*  
*Prosopis strombulifera*  
*Prosopis torreyana*  
*Pueraria lobata*  
*Rottboellia exaltata*  
*Rubus fruticosus*  
*Rubus moluccanus*  
*Saccharum spontaneum*  
*Salsola vermiculata*  
*Setaria pallide-fusca*  
*Solanum torvum*  
*Solanum viarum*  
*Tridax procumbens*  
*Urochloa panicoides*

## Appendix E

## **E. Mitigation Monitoring Plan:**

### **Introduction**

A Mitigation Monitoring Plan has been prepared in accordance with § 21081.6 of the California Environmental Quality Act (CEQA). This Mitigation Monitoring Plan (MMP) was adopted by Caltrans Division of Environmental Planning (DEP). In the MMP it describes the responsibilities and procedures for monitoring the implementation of mitigation measures. The MMP ensures through implementation of measures that the project will avoid or mitigate significant effects. The table in the following page indicates:

- The required mitigation measures.
- When the implementation of each mitigation measure is to be monitored.
- Performance objectives (action required to be completed)
- Verification of compliance.

## Mitigation Monitoring and Reporting Plan for the Pomona Maintenance Station

<i>Environmental Concern</i>	<b>Mitigation Measure</b>	Timing of Mitigation Measure	Responsible Party	Performance Objectives	Verification of Compliance (Responsible Party)	Outside Agency	Mitigation Completed
Noise	<p>1.) On-site construction shall be limited to the hours of 7:00 a.m.-7:00 p.m. as specified in Pomona noise ordinance. No construction shall take place on a Sunday or federal holidays per section 14.9-7 of the Pomona city code.</p> <p>2.) Requiring contractor to have temporary barriers stockpiled. Such barriers can be used at resident engineer's discretion to immediately address any noise complaints or noise limit violations.</p> <p>3.) Perform all construction in a manner to minimize noise. The contractor should be required to select construction processes and techniques that create the lowest noise levels. Examples are mixing concrete off-site instead of on site, using hydraulic tools instead of pneumatic tools.</p> <p>4.) Select haul schedules that minimize intrusion to Garey Avenue.</p> <p>5.) Layout construction sites such that the noisiest activities are as far as possible from noise receptors.</p>	Construction	Construction Contractor Design Consultant	Monitor compliance during construction phase. A record of compliance shall be logged daily and submitted to the public works inspector on a weekly basis.	City Staff Caltrans		<b>Date Completed:</b>  <u>Environmental Oversight</u> <u>Date</u>
Water Quality	A storm water pollution prevention plan (SWPPP) shall be prepared prior to construction and maintained on the project site.	Construction	Resident Engineer, Construction Contractor Final approval and review by Caltrans of SWPPP is required.	Incorporate into final plans and specifications and sign -off by resident engineer.		Regional Water Quality Control Board	<b>Date Completed:</b>  <u>Environmental Oversight</u> <u>Date</u>

## Mitigation Monitoring and Reporting Plan for the Pomona Maintenance Station

<i>Environmental Concern</i>	Mitigation Measure	Timing of Mitigation Measure	Responsible Party	Performance Objectives	Verification of Compliance (Responsible Party)	Outside Agency	Mitigation Completed
Air Quality	<p>1.) Utilize street sweeping equipment at site access points and all adjacent streets used by haul trucks and vehicles that have been on-site within 30 minutes of visible dirt deposition (track out debris)</p> <p>2.) Turn-off engines when not in use for more than five minutes..</p> <p>3.) Use electric equipment when possible as a substitute for diesel equipment.</p> <p>4.) Maintain a fugitive dust control program that follows SCAQMD's Rule 403 for any grading or earthwork activity that may be required.</p> <p>5.) Site wetting should occur at a frequency determined to maintain surface soil moisture during any site grading or excavation activity.</p> <p>6.) Covering trucks when hauling dirt.</p> <p>7.) Limit vehicular paths and stabilize temporary roads.</p> <p>8.) Use windbreaks to prevent accidental dust migration.</p> <p>9.) Establish contractor eligibility for Caltrans Off-Road Diesel Equipment Emission Reduction Pilot Program.</p>		Contractor Resident Engineer	Monitor for compliance during construction phase. A record of compliance shall be logged daily and submitted to Public Works Inspector on a weekly basis.	City Staff Caltrans	South Coast Air Quality Management District	<p>Date Completed:</p> <p>Environmental Oversight</p> <p>Date</p>
Biological	<p>Landscape with native plant species to inhibit the spread of noxious weeds downstream to Prado Basin. Verify Planting to ensure not on the California Noxious Weed List and the United State's Fish and Wildlife Non-native Plant Species List.</p> <p>Comply with Pomona's landscape guidelines.</p>	Prior to construction	Contractor	Caltrans District Biologist will review the plant palette to ensure the use of native plants.	City Staff Caltrans	United States Fish and Wildlife Service	<p>Date Completed:</p> <p>Environmental Oversight</p> <p>Date</p>



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Land Use	<p>1.) Construction of the proposed project will maintain close coordination with Market Place tenants as well as Texaco Starmart's Service Station and its tenants to minimize disruption to businesses.</p> <p>2.) The Applicant shall notify business prior to commencement of construction activities.</p> <p>3.) Access to the project site will be limited to Garey Avenue to minimize construction traffic impacts to Market Place tenants.</p>	Prior to Construction	Contractor  Resident Engineer	Certified mailings of notices to Market Place tenants prior to construction.	City Staff  Caltrans		Date Completed:  Environmental Oversight  Date
Visual, external appearance of maintenance station and landscape treatment	<p>1.) Continue to coordinate and schedule meetings with the City of Pomona, Chino Hills, and interested individuals to solicit comments on conceptual architectural plans. Refine architectural plan to incorporate "smart design". Elements of the maintenance station shall be consistent with the architectural theme, the "Mission Revival" architectural style present at Market Place. Include a customer service public lobby area. Coordinate with the City of Pomona on landscape requirements.</p>	Prior to Construction	Caltrans	Continued open dialogue with the City of Pomona, Chino Hills and interested citizens.	City Staff  Caltrans		Date Completed:  Environmental Oversight  Date
Utilities	<p>The Applicant shall coordinate with Southern California Edison, Southern California Gas Company, General Telephone, City of Pomona (water supply), L.A. County (storm drain), and solid waste disposal (Pomona). Businesses whose utilities would be disrupted would receive notification through the proper authorities at least 7 days prior to any scheduled work.</p>	Prior to construction	Caltrans  Resident Engineer	Ensure businesses receive proper notification (memo from responsible authorities documenting this)	City Staff  Caltrans	Local Utilities	Date Completed:  Environmental Oversight  Date

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<b>Archaeological</b>	If cultural materials are discovered, all construction related activity ceases. A Caltrans District 7 archaeologist must then be notified to mitigate impacts to the resource and evaluate the nature and significance of the find (Caltrans Environmental Handbook 1991, Volume 2, Chapter 1). Once this step is taken, construction may resume only after the approval of a Caltrans Archaeologist.	During Construction	Resident Engineer	Contact District 7 Archaeologist if cultural materials are discovered for evaluation.	Caltrans	South Central Coastal Information Center	Date Completed:   <div>Environmental Oversight</div> <div>Date</div>
<b>Traffic</b>	1.) Make sure staging of trucks does not conflict with traffic on Garey Avenue. 2.) Ensure truck haul routes are away from schools. 3.) Ensure that truck traffic confined to freeway when possible. Possible truck routes are State Route 60 eastbound/westbound and State Route 71. 4.) Flagman shall be furnished when necessary to give adequate warning to traffic or to the public of any unsafe conditions to be encountered. 5.) Signage shall be posted on the project site prior to start of construction, to inform motorists of construction dates. Additional signage informing the public of construction dates may be placed at additional locations if warranted. 6.) Ensure that Garey Avenue sidewalk is accessible to pedestrians during construction.	During Construction	Contractor Resident Engineer	Monitor compliance during construction phase. A record of compliance shall be logged daily and submitted to the public works inspector on a weekly basis.	City Staff Caltrans		Date Completed:   <div>Environmental Oversight</div> <div>Date</div>